MICROFILM

START OF ROLL

ROLL NO.
179
Construction
Contracts
Con't.

•8229 NWElks Dr-NW Conifer Blvd 1975
• Sec of Pac Hwy W in Corvallis
• (Grading and Paving)

CIA 5283 5-6-75
CIA 4455 10-23-74
11-23-73

8229

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1976

FILE: CON 5 #8229

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Elks Drive-Conifer Blvd.
(Corvallis)
Pacific Highway West
Illumination

Herewith a request from Region 2 to change the subject work to a contract method. It is now authorized by a State Force Order against Contract No. 8229 which was completed last year. It was a State funded project. The Bridge Section prepared a plan for the work, but State forces have not been available to do it and have not ordered materials yet.

The estimated State force cost was $19,700, which does not include the luminaires to be installed by the City. (We are asking Region to check with City whether they would want this in a contract too.) This is a logical package to contract and we request it be forwarded to Bridge and Program Management accordingly.

JAB:fr

Att.

RECEIVED
STATE HWY ENGR
OCT 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-15-76

cy John Bond

John

I believe we have committed to an early contract time than the state force route. Region should proceed now to fulfill this obligation

Ed.

10-15-76

cy CC Wemmer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 2-0504

October 5, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Illumination SFO #2
Elks Drive-Conifer Blvd.
Pacific Highway West

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

State Force Order #2 in the amount of $19,700 calls for state forces to "provide and install illumination equipment." That order is dated April 29, 1976. Subsequently, an agreement was consummated with the City of Corvallis. An unsigned copy is attached for your convenience. It calls for:

> STATE will provide and install, by contract or by its own forces, poles, luminaire arms, conduits and wiring necessary for the project.
>
> CITY will provide and install, by contract or by its own forces, luminaires, lamps, electrical energy, maintenance and other items necessary for the completion and use of the project.

Our state forces have been tied up with a major rewiring in the shop yard. Since this particular illumination project at Corvallis is of significant size and contractable, it is recommended the project be contracted at an early date. This would leave our state forces available to do the other lesser, more routine, projects.

Any assistance this office can be to your arranging through channels for such contracting will be provided by your calling or writing.

GWW/dea
Attach.
cc: Howard Johnson w/attach.
Dick Nelson w/attach.
Gerald Parker w/attach.

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker
RECEIVED OCT 6 1976 CONSTRUCTION SECTION
Richards, Glenn, Berg

FORM 81 7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 2-0504

Corvallis, OR

September 27, 1976

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Illumination
Elks Drive-Conifer Blvd.
Pacific Highway West

TO: C. O. Fredrickson
REGIONAL ENGINEER

An agreement with the City of Corvallis was approved by the Transportation Commission, June 29, 1976 to provide illumination of Pacific Highway West between, and including, the intersections of Conifer Blvd. and Elks Drive.

A S.F.O. was initiated to provide for State forces to install poles, luminaire arms, conduit and wiring necessary for the project. Regional Operations Coordinator, G. Parker, has advised that the electrical crew will not be able to perform this work in the near future and that they have not ordered materials for the project.

Under these circumstances, I would recommend that project be let as a contract at an early date. Plans and drawings have been developed.

REGION 2 ENGINEER
RECEIVED
1976
RE RCE RM RTE ROE
DLE GEO RSO ROC RFE

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8229

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Mt. Elks Drive-Mt. Conifer Blvd. Date April 29, 1976

Highway Pacific Highway West F.A.P. No. State

County Benton Prefix 2-0504 Account No. 277-02

Description of Work To Be Done: Provide and install illumination equipment.
Work to be done by State forces.

Location by Station Numbers: Throughout the project as required.

Estimate of Quantities and Costs:

Total cost $19,700.00

Material	$ 9,300
Labor	9,200
Equipment	700

Explanation: The contractor is not equipped to perform work of this specialty. The work can be done by State forces at a saving to the public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$202,090.10
Present estimate of project cost, including $19,700 for work under this order	$202,090.10
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Richard B. Nelson — Resident Engineer

Approval Recommended: ..... — Regional Engineer

Approval Recommended: ..... — For Construction Engineer or Bridge Engineer

Approved: ..... — Construction Engineer

SP*79602-734

FILE: 2-0504

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED MAY 4 1976 CONSTRUCTION SECTION

REGION 2 ENGINEER RECEIVED APR 30 1976 RE ULE GEO RME RSO RTS ROC ROT TFE

DATE April 29, 1976

TO C. O. Fredrickson
REGIONAL ENGINEER

FROM Richard E. Nelson
Resident Engineer

SUBJECT S.F.O. #2
Contract 8229
NE Elks Drive-NE Conifer Blvd.
Pacific Highway West

Description -

This order is for the provision and installation of illumination equipment on the above project. The equipment will upgrade an existing system that was removed by construction activity.

Justification -

The work will be done by State Forces because the prime contractor is not equipped to perform work of this specialty and all other contract work on the project has been completed and accepted. State Forces should be able to minimize mobilization and overhead charges and perform the work at a savings to the public.

The cost estimate for the work was provided by the Bridge Section. An economic analysis of the City/State sharing system was completed in my letter (copy attached) of April 13, 1976 and Mr. C.W. Miner's letter of April 13, 1976.

Prior Approval -

This order has been discussed with Region and Construction personnel. Prior approval from Mr. O.B. Jackmond, Construction Field Engineer was received April 23, 1976.

Disposition -

Please find State Force Order #2 for consideration and forwarding at the execution of agreement between the City of Corvallis and the Highway Division.

REGION II CONSTRUCTION ENGINEER
C. T. Keasey

Enc: attachments described above.
Approval is recommended.
Remarks:

FORM RI 7.14.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR
April 23, 1976

REGION 2 ENGINEER
RECEIVED
APR 26 1976
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE
FILE:

FROM: O. B. Jackmond
Construction Field Engineer

SUBJECT: Permanent Illumination
Elks Dr.-Conifer Blvd. Sec.
Pacific Highway West
Contract 8229

TO: L. E. George
Traffic Engineer

Attn: Roger Trygstad
Traffic Control Engineer

The subject project contained in its project authorization a sum of $1,000 to "adjust illumination". The anticipated work involved the adjustment of four wood pole units at Elks Drive. These units are under a City-State agreement on a 50-50 basis. During the progress of this contract it was realized that the anticipated minor adjustment would be inadequate and that the existing short mast arm, low power units would not adequately illuminate the widened intersection.

A similar problem evolved at Conifer Blvd. where four City owned poles and luminaires had to be removed to accomodate the intersection revision. These units are covered by a 1968 agreement with the City calling for 100% City costs.

The attached correspondence further explains this matter and contains the Region's recommendation for a modern illumination system at and between these intersections. We have an obligation to restore illumination removed as a part of this project and after much deliberation I concur with Region's recommendation.

This is a combined State Bond and City project with the City paying all costs for work outside of State right of way. The pre-existing illumination units were within State right of way.

It is recommended that an agreement be prepared to cover the illumination as described in Region's transmittal. The Bridge Section has plans for this work.

OBJ:mk

cc: H. S. Coulter
G. W. Wimer ← Prepare SFO pending execution of an agreement.

cc. Dick Nelson — SFO please.

RECEIVED
APR 28 1976
RESIDENT ENGR.
R. E. NELSON

8229

BK-10-8

IN THE

United States District Court

FOR THE

District of Oregon

Division

9-1-76
cy Hunter
Sallis
Skoog
Keppler
Jurisdiction
Read

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

IN THE MATTER OF

CORVALLIS SAND & GRAVEL, a corporation

IN BANKRUPTCY
CHAPTER XI
NO. B76-244

Debtor.

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named debtor,
☒ A hearing in said cause,

will be held at Albany City Council Chambers, 240 West Second Street in the city of Albany, State of Oregon, on the 10th day of September, 19 76, at 2:00 o'clock P M., to consider and act upon the following matters:

Applications for allowances for administrative expenses have been made as follows:

Long, Bodtker and Post, Attorneys for Debtor		Jerome E. LaBarre Attorney for Creditors' Committee	
Attorney fees	$31,800.00	Attorney fees	$7,746.00
Expenses	549.77	Costs & Expenses	339.14

The applications will be heard and acted upon at the meeting and examined pursuant to Bankruptcy Rules 219 and 11-29.

The attorney for the Creditors' Committee has also applied for an order appointing Robert Mix as attorney for the debtor for the special purpose of pursuing litigation now docketed in the United States Supreme Court as cases numbered 75-567 and 75-577 provided that if no recovery for the benefit of creditors results from such litigation then no attorney's fees, costs or disbursements shall be recoverable from the creditors of the debtor's Chapter XI estate herein, and in the event of any recovery and award of attorney fees, and costs they shall be pro-rated in direct proportion to the benefits received from the litigation by Citizens Bank of Corvallis and benefits received by general creditors of the debtor.

and transact such other business as may properly come before the meeting.
DATED: August 31, 1976 at Eugene, Oregon

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8229

August 5, 1976

Brand, Lee, Ferris & Embick
Attorneys at Law
821 Saginaw St. S.
Salem, OR 97302

NOTED ON CARD
8-5-76

Attention: Mrs. Marion B. Embick

Gentlemen:

Thank you for your letter of August 2, 1976, advising us that the Corvallis Sand & Gravel Account, Highway Contract Nos. 8229 and 8150 have been paid in full by the contractor, McNeeby & Aubry, Inc.

Our records indicate that this is in reference to the following contracts:

Contract No. 8229 - N.W. Elks Drive-N.W. Conifer Blvd. (Corvallis) Section in Benton County. Kaiser Aluminum & Chemical Corporation claim in the amount of $1,668.60.

Contract No. 8150 - Upper Salt Creek Road-Dolph Corner Section in Polk County. Kaiser Aluminum & Chemical Corporation claim in the amount of $262.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
521 SAGINAW STREET S.
SALEM, OREGON 97302

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

(503) 588-1500

2 August 1976

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Corvallis Sand & Gravel
Account, Highway Contract
Nos. 8229 and 8150

Dear Mr. Head:

By means of this letter I am advising you office that this claim has been paid in full by the contractor, McNesby & Aubry, Inc.

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

Marion B. Embick

(MRS.) MARION B. EMBICK

MBE:dlj

cc: Mr. H. C. Law

RECEIVED
AUG 4 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

.8229

July 19, 1976

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Dear Mr. Miller:

Reference is made to your letter of June 7, 1976, concerning the Corvallis Sand and Gravel Co., and McNesby and Aubry, Inc., Contracts Nos. 8149, 8156, 8229, 8271 and 8307.

OK 7/23 cpf

As outlined in your letter, payments on these contracts are being made and sent to McNesby and Aubry, Inc., % James Walton, Attorney at Law, P.O. Box 1067, Corvallis.

Attached is a copy of a letter from B. B. Aubry dated July 12, 1976, to our Resident Engineer Richard E. Nelson at Corvallis. Mr. Aubry is requesting that we send future payments on Contract 8156, Gellatly Summit-Wren Section to McNesby and Aubry, P.O. Box "A", Corvallis, OR 97330. Do you concur?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

Att.

cc Jack Sollis
C. T. Keasey

FORM 81.734.3030

Jackmond Harwood Johnson Wallace — JUL 16 1976 — Berg

OREGON STATE HIGHWAY DIVISION

(COY.) CONSTRUCTION SECTION

FILE: 2-1079

INTER-OFFICE CORRESPONDENCE

Corvallis, OR

July 14, 1976

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Contract 8156
Gellatly Summit-Wren Section
Corvallis-Newport Highway

TO: C. O. Fredrickson
REGIONAL ENGINEER

McNesby & Aubry has requested. (copy of letter attached). that future payments now be mailed directly to them, instead of through their attorney.

With your concurrance. please forward the request for appropriate action.

attachment

7-16-76
Copy ~~of Original~~ w/attachment sent to Cecil Head. ✓
Cecil will check to see if there is any hold by the bonding company & take appropriate action.
M. Richards

24

5702

FILED

TELEPHONE
AREA CODE 503
753-6691

CHEVRON
CHEVRON HEATING FUELS

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

CHEVRON HEATING FUELS

McNESBY & AUBRY SEC

Oil to Burn

P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

BEATS BEST

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

7/12/76

Mr. Richard E. Nelson, Resident Engineer,
Oregon State Highway Division,
3700 Philomath Highway,
Corvallis, Oregon 97330

Subject: OSHD Contract #8156
Gellatly Summit - Siren Section

Dear Sir:

Effective as of the above date, please notify the necessary departments of OSHD, Salem, Oregon to send all current and future Contract Payment Vouchers and Warrants, on the above Contract, to the following address.

McNESBY & AUBRY,
P. O. Box "A",
Corvallis, Oregon 97330

Thank you for your cooperation.

Yours very truly,

McNESBY & AUBRY

B. B. Aubry, President

BBA:nln

NOTED
R. E. NELSON

RECEIVED
JUL 13 1976
RESIDENT ENGR.
R. E. NELSON

8 · 29

4 files

5702

DEPARTMENT OF TRANSPORTATION

FILED
JUL 8 1976
CLAY MYERS
SECRETARY OF STATE

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 1, 1976

Mrs. Marion B. Embick
Brand, Lee, Ferris & Embick
Attorneys at Law
821 Saginaw Street S.
Salem, OR 97302

ENTERED 0[illegible]
7-16-76

Dear Mrs. Embick:

This is in reply to your letter of June 23, 1976, on behalf of Kaiser Aluminum & Chemical Corporation, stating that Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. owes them $1,668.60 for aluminum culvert pipe and accessories.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. Contract No. 8229, N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis) Section in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
321 SAGINAW STREET S.
SALEM, OREGON 97302

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

(503) 588-1500

23 June 1976

Mr. Cecil Head, Director
Commission Services
State of Oregon Highway
Division
Room 121
State Highway Building
Salem, OR 97310

Re: Notice of Claim by Supplier,
Highway Contract #8229
Claimant: Kaiser Aluminum
& Chemical Corp.

Dear Mr. Head:

By means of this letter I am giving formal notification to the Oregon Highway Division on behalf of Kaiser Aluminum & Chemical Corporation, a California corporation, for the supplying of materials, to wit, aluminum culvert pipe and accessories, in the sum of $1,668.60, against the performance bond taken from United Pacific Insurance Company, surety, and Corvallis Sand & Gravel Co. and McNesby & Aubrey, Inc., principal, also the contractor on this highway contract.

The contract was for paving to be performed in Benton County, Oregon, on the Pacific Highway West, N. W. Elks Drive-N. W. Conifer Blvd., Corvallis Section.

I enclose original and a copy of this letter and request that you forward notice to the office of the Secretary of State.

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

(Mrs.) MARION B. EMBICK

MBE:bk
Enc.
cc: Mr. H. C. Law
Mr. J. W. Walton

1224.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 11, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

RE: Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

ATTENTION: Mr. Robert L. Miller
Bond Claim Department

Dear Bob:

In reply to your letter of June 7, 1976, please be advised that we are clear to make payments on all the contracts except two for which corrected payrolls have not been received.

I have been advised by Jim Walton that the corrected payrolls will be received shortly, and at that time payments will be made.

By copy of this letter I am requesting the Accounting Section to send you a copy of all payment estimates.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: ~~C~~. W. Head
Dick Hacek

UNITED PACIFIC/RELIANCE
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

June 7, 1976

C. W. Head
Commission Services
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Confirming our discussion this date with yourself and Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, we advise you that United Pacific Insurance Company, as surety on the Performance Bonds on the above project, has no objections to payments on the above contracts being made and sent to McNesby & Aubry, Inc., c/o James W. Walton, Attorney at Law, P. O. Box 1067, Corvallis, Oregon.

United Pacific would appreciate receiving a copy of the payment estimates as they are approved and payment is made on each of the above bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Kohnen Larson & Co.
Eugene Bonds

7/12

RECEIVED
JUN 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FILED
C. W. HEAD

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS OREGON 97330

JOHN O. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

NOTED

RECEIVED
JUN 07 1976
LEGAL

May 26, 1976

* ok. to pay subject to Engineer's Correction Progress Estimate
JCS

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: McNesby & Aubry - Corvallis Sand - Citizens Bank of Corvallis

Gentlemen:

You are hereby authorized to pay all funds received from the following State Highway and bonded jobs to McNesby & Aubry, Inc.

PAY 100%
JCS

$2227 1) Oregon State Highway Department - Elks Drive - Conifer.

* $1147 2) Albany Avenue. PAYROLLS NOW DUE

3) Independence Airport.

$3071 4) Oregon State Highway Department - Highway 34.

* $1576 5) Oregon State Highway Department - Wren/Gellatly.
PAYROLLS NOW DUE

* $2771 6) OSHD - Sweethome. CONTRACT PAYROLL #1

We will look to McNesby & Aubry under separate agreements for the portion thereof applicable to the claim of the City of Corvallis.

Yours very truly,

LaVerne M. Johnson

LMJ:jm
cc: James W. Walton
P. O. Box 1067
Corvallis, Oregon 97330

NOTED
C. W. HEAD

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

May 21, 1976

NOTED
JACK L. SOLLIS

RECEIVED
MAY 24 1976
LEGAL

Mr. Jack Sollis
State Highway Department
Salem OR

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem OR 97310

Gentlemen:

Re: Corvallis Sand & Gravel - Citizens Bank - McNesby & Aubry

The Citizens Bank and McNesby & Aubry, Inc. have reached an arrangement. I anticipate that you will receive a letter from LaVerne Johnson, Counsel for the Bank, directing that all funds under State Highway jobs and the Independence Airport job be paid directly to McNesby & Aubry, Inc.

We have made an arrangement with the Citizens Bank mutually detailing our respective interests in these jobs.

Very truly yours,

J.W. Walton

jr

NOTED
[illegible] HEAD

605 S W. JEFFERSON AVENUE • P.O BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

April 27, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Reference your letter of April 9th addressed to United Pacific and your letter of April 12th addressed to Thomas & Johnson, Attorneys, and Attorney Walton's letter of April 21, 1976, addressed to your office with respect to the contract funds due or to become due on the above bonded contracts. United Pacific does object to any funds due or to become due being paid direct to Citizens Bank of Corvallis. However, we do not object to the funds being paid to the joint venture as long as they are mailed to Attorney James W. Walton. As surety on the bonds, we must insist any contract funds due or to become due are used to complete the work on these contracts and pay valid labor, material and/or other statutory claims or liens arising out of these projects.

We understand Attorney Walton has been negotiating with the counsel for Citizens Bank on matters relating to any claim which the bank may have relating to these jobs.

Your cooperation is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Eugene Claims

RECEIVED
APR 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

April 21, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem OR 97310

Dear Mr. Head:

Re: Corvallis Sand and Gravel Co./McNesby & Aubry, Inc.

On behalf of McNesby and Aubry, we object to the payment of any funds directly to Citizen's Bank alone from any other State contracts.

To our knowledge, Citizen's Bank has a claim against one of the above-mentioned jobs, that being Albany Avenue.

We anticipate being able to resolve with Citizen's Bank any claims under these jobs.

As you are aware, McNesby and Aubry have undertaken the completion of each of these jobs.

Very truly yours,

J. W. Walton
sig
cc: Jack Sollis
LaVerne Johnson
Bob Miller
Burt Aubry
David Smith

RECEIVED
APR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

April 12, 1976

Thomas & Johnson
Attorneys at Law
P. O. Box 415
Corvallis, OR 97330

Attn: George B. Heilig

Gentlemen:

Reference is made to your letter of April 7, 1976, concerning Corvallis Sand & Gravel Company and McNeeby & Aubry, Inc., Contracts 8149, 8156, 8229, 8271 and 8307. Mr. Willard Bodtker's letter was received in this office on April 8, 1976.

After consulting with Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, a letter was written to the United Pacific Insurance Company in Tacoma, Washington, asking if they objected if the State released future payments on these contracts to the Citizens Bank of Corvallis.

Just as soon as we hear from the surety we will advise you of the payments.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc Jack Sollis

April 9, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attention: Robert Miller

Gentlemen:

Do you have any objections if the State releases future payments of Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc., Contract Nos. 8149, 8156, 8271, 8307 and 8229 to the Citizens Bank of Corvallis?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 9, 1976

FROM: Jack L. Sollis (JLS) clh
Assistant Attorney General

SUBJECT: Accounts Receivable
Corvallis Sand & Gravel

I would check with the surety company and see if it is satisfactory with them to release payments to the Citizens Bank of Corvallis as indicated by prior correspondence from them and Mr. Walton, attorney for McNesby and Aubry.

I would do everything I could to expedite payments to the Citizens Bank so they can get creditors paid off and get McNesby and Aubry back on the road to getting these contracts complete. If you have any questions give me a call.

JLS:clh

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS, OREGON 97330

PHONE 752-5121

April 7, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, OR 97310

RE: Corvallis Sand & Gravel - Oregon State Highway Department

Dear Mr. Head:

This is to memorialize our telephone conversation of April 6, 1976 wherein we reviewed your letter of March 22, 1976 to Mr. Willard Bodtker, attorney for Corvallis Sand & Gravel.

You will recall during our telephone conversation that I indicated to you that I had spoken with Mr. Bodtker April 5, 1976 and that he was sending to you a letter of clarification substantially in the form attached hereto pursuant to which you may release any monies due and owing to Corvallis Sand & Gravel pursuant to certain contracts with the Oregon State Highway Department to the order of Citizens Bank of Corvallis.

On behalf of Citizens Bank of Corvallis, we look forward to receiving those remittances at your earliest convenience.

Very truly yours,

George B. Heilig

GBH/dw
enc.
cc: Mr. Willard Bodtker
Mr. James Walton
Mr. Alden Toevs

RECEIVED

To: Account Receivable

Gentlemen:

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

Very truly yours,

Willard Lodtker

RECEIVED
COMMISSION
DEPARTMENT OF

O: ACCOUNT

ROM: WILLARD
ATTORNEY

: FUTURE P
GRAVEL C

E: APRIL 6,

It has rec
usion exists
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Payments mad
edited to you

Your early a
you have

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

TO: ACCOUNTS RECEIVABLE OF CORVALLIS SAND & GRAVEL COMPANY

FROM: WILLARD BODTKER
ATTORNEY FOR CORVALLIS SAND & GRAVEL COMPANY

RE: FUTURE PAYMENTS ON ACCOUNTS OWING TO CORVALLIS SAND & GRAVEL COMPANY

DATE: APRIL 6, 1976

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

RECEIVED
APR 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Corvallis Sand and Gravel Company

I received a telephone call today from George Heilig, one of the attorneys for the Citizens Bank of Corvallis, regarding our letter to Willard Bodtker dated March 22, 1976 (Corvallis Sand and Gravel problem). Attached is a copy of our letter to Willard Bodtker.

Heilig stated that he had talked to Bodtker yesterday. Due to administrative lag, he said we will be getting a letter from Bodtker which he read as follows:

> "To all accounts:
>
> It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe as Corvallis Sand and Gravel.
>
> Please be advised that you should follow the directions of the letter originally received from the Citizens Bank in Corvallis. Payments should be directed to their order. Payments made to our office pursuant to our notice will be credited to your account.
>
> Your early attention to this matter will be appreciated. If you have any questions, please direct your inquiries to Citizens Bank in Corvallis."

Attached is a copy of the letter we originally received from Citizens Bank of Corvallis.

Heilig said he felt this would satisfy our inquiry of March 22. Mr. Heilig indicated he would send a letter to us today confirming this telephone call with a carbon copy to Bodtker.

Heilig suggested that I call Bodtker to confirm that those payments be sent to Citizens Bank in Corvallis (Bodtker's telephone number - 926-5504). I told Heilig that I would pass this information on to you, Jack.

CWH:sr
Att.

8229

files

5700

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

FILED
JUN 2 1976
CLAY MYERS
SECRETARY OF STATE

June 1, 1976

Central Credit Corporation
1760 S.W. Third
Corvallis, OR 97330

NOTED ON CARD
7-16-76

Gentlemen:

This is in reference to your Notice of Claim of May 19, 1976, in behalf of Truax Oil, Inc., stating that Corvallis Sand and Gravel Co. and McNeeby & Aubry, Inc. owes them for diesel fuel in the amount of $272.27.

This appears to be in reference to the Corvallis Sand and Gravel Co. and McNeeby & Aubry, Inc., Contract No. 8229, N. W. Elks Dr.-N. W. Conifer Blvd. (Corvallis) Section of the Pacific Highway West in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNeeby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

✓bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

May 19, 1976

TO: Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN: That the undersigned, CENTRAL CREDIT CORPORATION, assignee, has a claim for diesel fuel furnished by Truax Oil, Inc., to Corvallis Sand and Gravel, in the sum of $272.27, against the bond taken from Corvallis Sand and Gravel Company, McNesby & Aubry, Inc., principals, and United Pacific Insurance Company, sureties, upon the bond for work on Elk Drive Street and sewer, Corvallis, Benton County, Oregon. Said diesel fuel was furnished August and September, 1975.

CENTRAL CREDIT CORPORATION

1760 S.W. Third
Corvallis, Oregon 97330

By _____

cc: Secretary of State
Salem, OR 97310

RECEIVED
MAY 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8229

FORM 81.7.14-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

April 23, 1976

FROM: O. B. Jackmond
Construction Field Engineer

SUBJECT: Permanent Illumination
Elks Dr.-Conifer Blvd. Sec.
Pacific Highway West
Contract 8229

TO: L. E. George
Traffic Engineer

Attn: Roger Trygstad
Traffic Control Engineer

The subject project contained in its project authorization a sum of $1,000 to "adjust illumination". The anticipated work involved the adjustment of four wood pole units at Elks Drive. These units are under a City-State agreement on a 50-50 basis. During the progress of this contract it was realized that the anticipated minor adjustment would be inadequate and that the existing short mast arm, low power units would not adequately illuminate the widened intersection.

A similar problem evolved at Conifer Blvd. where four City owned poles and luminaires had to be removed to accomodate the intersection revision. These units are covered by a 1968 agreement with the City calling for 100% City costs.

The attached correspondence further explains this matter and contains the Region's recommendation for a modern illumination system at and between these intersections. We have an obligation to restore illumination removed as a part of this project and after much deliberation I concur with Region's recommendation.

This is a combined State Bond and City project with the City paying all costs for work outside of State right of way. The pre-existing illumination units were within State right of way.

It is recommended that an agreement be prepared to cover the illumination as described in Region's transmittal. The Bridge Section has plans for this work.

OBJ:mk

cc: H. S. Coulter
G. W. Wimer - Prepare SFO pending execution of an agreement.

RECEIVED

NOTED
H. S. COULTER

Contract no. 8229
files

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 22, 1976

Long, Bodtker & Post
425 West Second Ave.
Albany, OR 97321

Attn: Willard Bodtker

Gentlemen:

Reference is made to your letters of March 18, 1976, concerning money due to Corvallis Sand and Gravel Company.

There has been an assignment from Corvallis Sand and Gravel to McNesby and Aubry dated January 30, 1976, of all proceeds due and owing on these contracts. We have received notification from Mr. J. W. Walton, Attorney for McNesby and Aubry, that all correspondence concerning their contracts should be sent to McNesby and Aubry, Inc., Box "A", Corvallis, OR 97330.

The Highway Division will not release any monies under these contracts until such time as we have been advised that the distribution of such monies has been worked out by your office and Mr. Walton's office.

The Highway Division does not intend to become involved in the litigation regarding the bankruptcy of Corvallis Sand and Gravel and would assume that your office and Mr. Walton's office will work this matter out.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330
Attn: J. W. Walton

bc Jack Sollis

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504

POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504

POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 5,435.57

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504

POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 10,358.93

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

TELEPHONE 926-5504
POST OFFICE BOX 40

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 42,661.46

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

Willard Bodtker

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#5127

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

February 25, 1976
2-1

RECEIVED
FEB 26 1976
LEGAL

NOTED
E. S. HUNTER

Mr. Jack Sollis
State Highway Department
Salem OR

Dear Mr. Sollis:

Re: Corvallis Sand & Gravel Company -
McNesby & Aubry - Citizens Bank

Enclosed is copy of Assignment from Corvallis Sand & Gravel Company in the above matter for your records.

Very truly yours,

J.W. Walton

jr
Enclosure

RECEIVED
STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Rubin
Skaug

3/1/76
Jack Sollis said
to file (no action) - State is
to obtain all documents.

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS that Corvallis Sand & Gravel Company, an Oregon corporation does hereby sell, assign, transfer and set over all of its right, title and interest in and to said jobs and contracts to McNesby & Aubry, Inc., co-obligor under the following jobs and contracts:

1) National Environmental Research Center - Contract #68-03-0819 - U.S. Environmental Protection Agency

2) Oceanography Complex Grading & Paving Contract #75-38 - Oregon State Board of Higher Education

3) Independence Airport - State of Oregon Aeronautics Division

4) Subsurface Drainage System & Parking Lot Repairs, Church of Latter Day Saints - Contract #502-8337

5) Linn Benton Community College Construction of Physical Ed. Area

6) Labish Village Sewer Force Main - Labish Village, Sewage and Drainage District, a municipal corporation

7) Corvallis Lebanon Hwy. at Co. Road #704 & 705 - Contract #8307 - Oregon State Highway Division

8) Elks Drive Contract, c/o Richard Nelson, 3700 Philomath Highway, Corvallis OR Oregon State Highway Division

9) N. Pacific Blvd. - Albany Avenue Contract #8149 - Oregon State Highway Division

10) 9th-18th Avenue, Sweet Home
Contract #8271 - Oregon State Highway Division

11) Gellatley Summit - Wren Section
Contract ~~#8516~~ #8156 - Oregon State Highway

Subject to the contract rights of Citizens Bank of Corvallis.

This assignment shall be deemed to authorize all owners on the above-mentioned jobs to make all disbursements in the future to McNesby & Aubry, Inc. and Citizens Bank of Corvallis, jointly, in recognition of the security position of Citizens Bank as to all accounts receivable from Corvallis Sand & Gravel Company.

CORVALLIS SAND & GRAVEL COMPANY

By _____
President

SUBSCRIBED AND SWORN TO before me this 20 day of January, 1976.

_____
Notary Public for Oregon
My Commission expires: 12-23-79

-8229

February 5, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, Washington 98402

Attention: Robert L. Miller
Bond Claim Dept.

Gentlemen:

This is to acknowledge receipt of your letter of February 2, 1976, concerning the Corvallis Sand & Gravel Company and McNeeby & Aubry, Inc., Contract No. 8229, N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis) Section of the Pacific Highway West in Benton County.

As requested, no further payments will be made on this contract until we have the approval of the United Pacific Insurance Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw:sr

cc Corvallis Sand & Gravel Co.
P. O. Box 987
Corvallis, OR 97330

McNeeby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc V. E. Skoog Attn: Dick Hacek
Jack Sollis
H. S. Coulter
C. T. Keasey

Noted on Card

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206—383-1481

February 2, 1976

State of Oregon
Department of Transportation
Highway Department
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Sir:

United Pacific Bond U-896063
Principal: Corvallis Sand & Gravel Company
& McNesby & Aubry
Contract: OSH #8229, Northwest Elks Drive -
Northwest Conifer Boulevard (Corvallis)
Section of Pacific Highway West

We acknowledge receipt of your January 20, 1976 letter. Consistent with our telephone discussion of January 30th with Mr. Sollis, of the Attorney General's office, we request that final payment on this contract be withheld pending further investigation by United Pacific into matters relating to this project. United Pacific has already received several claims against the bond on this project. We, of course, desire that contract funds due or to become due the contractor on this project be first utilized to satisfy valid claims against the State of Oregon or the bond arising out of this bonded project. Therefore, we request no payment be made without the approval of United Pacific. We shall contact your office further with respect to final disbursement of moneys held on this contract after we have had an opportunity to discuss this matter with our bond principals.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: Corvallis Sand & Gravel Co.
McNesby & Aubry

RECEIVED
FEB 4 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8229

Department of Transportation

Memo to File 1-27-76

C. W. Head
Commission Services

After receiving two letters dated January 23, 1976, from the Citizens Bank of Corvallis concerning Corvallis Sand & Gravel Co., the following action was taken today:

(1) Upon advice of Jack Sollis, Cecil Head notified Dick Hacek, Highway Finance, to hold future payments on the following Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. contracts:

Contract No. 8149 - N. Pacific Blvd.-Albany Ave. (Albany)

Contract No. 8156 - Gellatly Summit-Wren

Contract No. 8229 - N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis)

Contract No. 8271 - 9th Ave.-18th Ave. (Sweet Home)

Contract No. 8307 - Corvallis-Lebanon Highway at County Roads 704 and 705

(2) Jack Sollis telephoned Marvin McDonald, Citizens Bank of Corvallis. Sollis told McDonald that future payments would be held up on the above five contracts until contact is made with the surety, United Pacific Insurance Company, Tacoma, Washington (same surety on all contracts).

(3) Sollis talked to Bob Miller's Secretary, United Pacific Insurance Company. Miller was out of the office until Friday, January 30, 1976. Sollis will talk to Bob Miller on the 30th concerning the status of these contracts.

cc: F. B. Klaboe
Ed Hunter
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
V. E. Skoog Attn: Dick Hacek

cc Head -

Kelsey — Richards —
Bond — Glenn —
Eckmond — Page —
Harwood —
Johnson — CONSTRUCTION —
Walker — SECTION —

RECEIVED
JAN 27 1976

RECEIVED
JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

Mailed voucher 1/20 to Contractor

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

#8229

#5,857.19
+ 30.06 Int.
#5,887.19

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

cc John Bond w/attached unsigned reply, reply envelope.
cc Dick Nelson Certified Mail envelope. 5-3-1979 for your answering
D Kerr

Corvallis, Or. 21-22-1
Corvallis Sand & Gravel Co. V. Soules.

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS OREGON 97330

ADDRESS CORRECTION REQUESTED

ATTN: Richard Nelson

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

C. Head - V

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Highway Dept. Attn: Richard Nelson
Wren-Gellatly
3700 Philomath Hwy.
Corvallis, OR

#8156

Est. #8 (Cum)
Processed
1-27-76

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $42,661.46

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
RE RCE RNE RTE ROE
ULE GEO RSO ROC RFE

Yours very truly,

CITIZENS BANK OF CORVALLIS

By _____
Marvin E. McDonald

cc: John Ford w/attached unsigned reply - reply envelope
- Duck n.r. w/ attached unsigned reply envelope - 3/1982 for your answer
J Winn

1-27-76 Original dtd. Sent to J. Solis. N. Bond

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $_____ which will be paid to Citizens Bank of Corvallis on or before the _____ day of _____ 1976.

DATED this _____ day of _____ 1976.

_____

Debtor

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS OREGON 97330

ADDRESS CORRECTION REQUESTED

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

ATTN: Richard Nelson

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

NOTED
E. S. HUNTER

1-27-76
cy. Dallis
Keasey
Pritchikson
Skaag
Rubiow

D. J. C.
23 Jan. 1976

Sand & gravel firm hands over reins

CORVALLIS — Operations at financially-troubled Corvallis Sand & Gravel have been taken over by Eugene Sand & Gravel.

"We're running the company on an interim basis," said Eugene Sand & Gravel President John Alltucker. "This will give everyone a chance to decide what to do next."

The Corvallis firm had closed its doors temporarily as its president, John Gallagher, struggled with creditors over $3.8 million in outstanding debts.

It may be another 60 days before Gallagher and creditors get together, Alltucker told the Daily Journal of Commerce in a telephone interview.

A total of 10 employes were brought back to work at Corvallis Sand. This may vary from day-to-day, according to Alltucker.

He said Corvallis Sand is delivering gravel and concrete only. "We're not producing any concrete or doing any construction," he said.

Alltucker described himself as a long-time friend of Gallagher and said he would run the Corvallis operation until Gallagher resolved the dilemma with creditors.

RECEIVED
OREGON DEPT.
JAN 26 '76
REFER TO
Coulter
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION
3700 Philomath Highway
Corvallis, OR 97330

January 16, 1976

McNesby and Aubry
P.O. Box "A"
Corvallis, OR 97330

RE: Contract 8229
Elks Dr.-Conifer Blvd.
Contract 8156
Gellatly Summit-Wren

Gentlemen:

In response to Mr. Walton's letter of January 14, 1976; our Contract Payments and Finance Sections have been advised to continue any future disbursements to the Joint Venture.

I am forwarding the only claim that I have received to date on either project. Some claims or liens may have been filed direct with the Transportation Commission, Secretary, by a copy of this letter I am requesting that evidence of any claims or liens , to the subject projects, be transmitted to me.

Yours truly,

Richard E. Nelson
Resident Engineer

NOTED
E. S. HUNTER

cc: Cecil Head - with attach - Walton's letter
Region II Office - with attach - Walton's letter

1-27-76
cys - Dallas
Incl. Nelson
Akers
Rubin

1-21-76
Copies to
F. B. Klaboe
Keasey attn.: Bond
cwk

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO
FOR
INFO | APP | DIR | SIG | ATT | FILE

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

RECEIV
JAN 27 19
Office of
State Highway Engr

81-734-3122

...LIS, OREGON 97330 • PHONE (503) 753-4482

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

NOTED
E. S. HUNTER
cc Soller
Kearny
Fredrickson
Thorp
Coulter
Rubin
1-27-76

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
Coulter
FOR

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer

Mr. Jack Martin
3111 Santiam Highway
Albany OR 97321

Re: N. Pacific Blvd. - Albany Avenue
Contract #8149

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 28 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1087 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
*ROBERT S. GARDNER

RINGO, WALTON & EVES

ATTORNEYS AT LAW

January 14, 1976

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Re: Gellatley Summit - Wren Section - #8156

Dear Sir:

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

RECEIVED
JAN 19 1976
COMMISSION
SERVICES
TRANSPORTATION

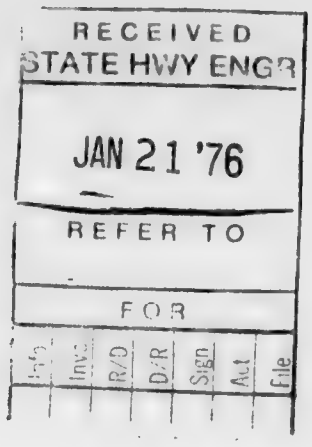
RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

RINGO, WALTON & EVES

ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976



Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Dear Sir:

Re: Elks Drive Contract

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

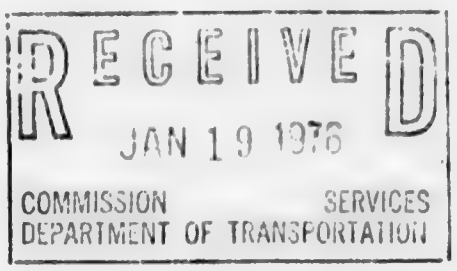
We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton



jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

8229

DEPARTMENT OF TRANSPORTATION

FILED
JAN 23 1976
CLAY MYERS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 21, 1976

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

3-1-76

Attn: Ervin W. Potter

Gentlemen:

This is to acknowledge receipt of your letter of January 15, 1976, with attached Notices of Claims stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes Eola Concrete Tile & Products Co. for materials furnished on four State Highway contracts. The claims received are as follows:

Contract No. 8156 - File #5022
Gellatly Summit-Wren Section, Corvallis-Newport Highway in Benton County — $ 561.00 plus interest

Contract No 8271 - File #5023
9th Ave.-18th Ave. (Sweet Home) Section, Santiam Highway in Linn County — $2,538.20 plus interest

Contract No. 8149 - File #5024
N. Pacific Blvd.-Albany Ave. (Albany) Section, Albany-Junction City Highway in Linn County — $1,210.60 plus interest

Contract No. 8229 - File #5025
NW Elks Dr.-NW Conifer Blvd. (Corvallis) Section, Pacific Highway West in Benton County — $1,889.78 plus interest

FILED
JAN 23 1976
CLAY MYERS
SECRETARY OF STATE

The United Pacific Insurance Company through Bates & Bates, Inc. furnished the bonds on these contracts. We will advise the surety of the receipt of these claims and we will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been satisfied. Attached are certified copies of the four contracts.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachments
cc: Corvallis Sand & Gravel Co.
and McNeeby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of these attached claims on the enclosed copy of this letter.

Richard Nelson

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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Concrete Ti
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Independence
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& SPEERSTRA
S AT LAW
ST BUILDING
EGON 97301

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINS, JR.
DON A. DICKEY
KEITH J. BAUER

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-8733

January 15, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Re: Eola Concrete Tile & Products Co./Corvallis Sand & Gravel Company
Corvallis-Newport Highway, Contract No. 8156
Sweet Home - Santiam Highway, Contract No. 8271
Elks Dr. and Conifer Blvd., Corvallis, Contract 8229
Independence, Contract No. 8149

Gentlemen:

Enclosed herewith are notices of claim of Eola Concrete Tile & Products Co. for materials furnished and used in the above highway projects, contracts numbered 8156, 8271, 8229 and 8149.

These claims are unpaid and a lien has been placed upon any retains and this letter is notice that a claim on the performance bond will be filed forthwith.

Application is respectfully made for a certified copy of the contracts and bonds as provided by law (see ORS 279.512).

We enclose a copy of this letter and we would appreciate your returning it to us with your endorsement of the date of the filing of the notices of claim.

Thank you for your courtesy and assistance.

RECEIVED
JAN 19 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By: [signature]

EWP:ec
Enc: 4 Notices of Claim
cc this letter and return envelope

pc: United Pacific Insurance Co.
P. O. Box 1541
Tacoma, Washington 98401 (copies of notices enc.)

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330 (copies of notices enc.)

NOTICE OF CLAIM

TO: Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330

Re: Eola Concrete Tile & Products Co. - Corvallis Sand & Gravel Company - N.W. Elks Drive/ N.W. Conifer Boulevard; Contract No. 8229

Notice is hereby given that Eola Concrete Tile & Products Co. of Salem, Oregon, has a claim for concrete pipe, materials and fittings supplied by the claimant and used in the construction and improvement of N. W. Elks Drive and N. W. Conifer Boulevard, Corvallis, Benton County, Oregon, in the sum of $1,889.78, together with interest thereon at the rate of 1% per month from August 2, 1975, until paid, against Corvallis Sand & Gravel Company, as principal, and United Pacific Insurance Co., Tacoma, Washington, as surety, on the bond for the work of improvement and construction of the project as more particularly described in the contract hereinabove referred to, the terms of which are by reference incorporated herein and made a part hereof.

Said claim has not been paid and six months have not elapsed since the acceptance of the work.

EOLA CONCRETE TILE & PRODUCTS CO.

By _____
President

Subscribed and sworn to before me this 16 day of January, 1976.

_____
Notary Public for Oregon

My commission expires:

RECEIVED
JAN 19 1976
COMMISSION SERVICES

8229

January 20, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 9, 1976 we wrote to you concerning release of final payment on Contract No. 8229 awarded to Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., for work on the N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis) Section of the Pacific Highway West in Benton County.

Final payment on this contract is $5,857.19 and the total contract amount is $114,058.46 including $246.27 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

3700 Philomath Highway
Corvallis, OR 97330

January 16, 1976

McNesby and Aubry
P.O. Box "A"
Corvallis, OR 97330

RE: Contract 8229
Elks Dr.-Conifer Blvd.
Contract 8156
Gellatly Summit-Wren

Gentlemen:

In response to Mr. Walton's letter of January 14, 1976; our Contract Payments and Finance Sections have been advised to continue any future disbursements to the Joint Venture.

I am forwarding the only claim that I have received to date on either project. Some claims or liens may have been filed direct with the Transportation Commission, Secretary, by a copy of this letter I am requesting that evidence of any claims or liens, to the subject projects, be transmitted to me.

Yours truly,

Richard E. Nelson
Resident Engineer

cc: Cecil Head - with attach - Walton's letter
Region II Office - with attach - Walton's letter

1-21-76
Copies to
F. B. Klaboe
Keasey attn: Bond
awk

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. A. HEAD

Form 81-734-3122

8221

15

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

RINGO, WALTON & EVES

ATTORNEYS AT LAW

January 14, 1976

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Dear Sir:

Re: Elks Drive Contract #8229

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

3008

FILED
JAN 15 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 15 8 42 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 14, 1976

Western Landscaping, Inc.
P. O. Box 146
Lynnwood, WA 98036

RECEIVED
JAN 21 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This is to acknowledge receipt of your letter of January 6 addressed to Richard Nelson, Project Engineer, advising that Corvallis Sand & Gravel Company owes you $1,364.75 for supplying and applying seed, fertilizer and mulch.

NOTED 0
1-23-76

This appears to be in reference to the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8229 for work on the N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis) Section of the Pacific Highway West in Benton County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this project which is given to assure completion of the job and payment of bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Bates & Bates, Inc.
320 S.W. 3rd
Corvallis, OR 97330

Corvallis Sand & Gravel Co.
& McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

bc Richard Nelson

Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 9, 1976

Salem, Oregon

FILE: 2-0504

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Western Landscaping Claim
Elks Dr.-Conifer Blvd.
Pacific Highway West
Contract 8229

Attached is a January 6, 1976 letter from Donald F. Carlstrom, President, Western Landscaping, Inc. indicating his firm has a claim of $1,364.75 against the subject project. Also attached is Resident Engineer Richard E. Nelson's January 8, 1976 letter of transmittal.

If it is not too late, it would be appreciated that you arrange for the recording of this claim in the usual manner. Semi-final data was submitted from this office December 9, 1975.

RECEIVED
JAN 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GWW/dea
Attach.
cc: Dick Nelson

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JAN 12 1976 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

FORM E-30

FILE: 2-0504

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR

DATE January 8, 1976

TO C. O. Fredrickson
Regional Engineer

REGION 2 ENGINEER
RECEIVED
JAN 09 1976
RE RLE RME RTE ROE
UTF GEO RSO ROC RFE

FROM Richard E. Nelson
Resident Engineer

SUBJECT NW Elks Drive-NW Conifer Blvd. (Corvallis)
Contract 8229

Attached is a letter received from Western Landscaping, presenting a claim for work done on the subject project for Corvallis Sand and Gravel Co. and McNesby and Aubry, Joint Venture.

The semi-final has been submitted and Bob Church has advised me the final voucher is being processed. I did alert him by phone that this claim had been filed and he responded that he would investigate and take appropriate action, awaiting it's arrival through channels.

attachment

RECEIVED
JAN 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Western Landscaping, Inc.

P. O. BOX 146 • LYNNWOOD, WASHINGTON 98036 • (206) 776-2197

Commercial Landscaping • Erosion Control

January 6, 1976

Mr. Richard Nelson, Project Engineer
Oregon State Highway Department
3700 Philomath Highway
Corvalis, OR 97330

RE: Contract No. 8229
Elks Drive & Highway 99W

Dear Mr. Nelson:

We wish to advise that we did Hydro-Seeding work on the above named project, for which we have not received payment from Corvalis Sand and Gravel.

We are hereby presenting a claim against this project in the amount of $1,364.75 covering the supplying and applying of seed, fertilizer and mulch to 2.65 Acres.

Very truly yours,

WESTERN LANDSCAPING, INC.

DONALD F. CARLSTROM
PRESIDENT

DFC:ml

RECEIVED
JAN 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8229

5004

FILED
JAN 13 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 13 8 56 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 12, 1976

Traffic Safety Supply Co.
2324 SE Umatilla St.
Portland, OR 97202

NOTED ON
1-15-76

Gentlemen:

This is in reply to your letter of January 5, 1976, informing us that Corvallis Sand & Gravel owes you $516.80 for guidepost materials.

From the description given in your letter, this appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8229, NW Elks Drive-NW Conifer Blvd. (Corvallis) Section of the Pacific Highway West in Benton County.

The United Pacific Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
JAN 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

January 5, 1976

Mr. Cecil Head, Manager of Commission Services
Oregon State Highway Division
Room 121 State Highway Building
Salem, Oregon 97310

Subject: Oregon Contract #8229
Elks Dr. to Conifer Hwy 99
Corvallis Sand & Gravel

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Company has a claim in the amount of $516.80 against the bond taken from Corvallis Sand & Gravel, principal, and United Pacific Insurance Co., surety, for guide post materials furnished for the above project.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
President

ER:lb

cc: United Pacific Insurance Co.
Corvallis Sand & Gravel

RECEIVED
JAN 7 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8229

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	NW ELKS DR-NW CONIFER BLVD. (Corvallis)
WEEK ENDING	November 29, 1975
SECTION PREFIX	2-0504
HIGHWAY	Pacific Highway West
COUNTY	Benton
NAME OF JOB	NW Elks Dr.-NW Conifer Blvd.(Corvallis)
KIND OF WORK	Grading and Paving
CONTRACTOR	Corvallis Sand & Gravel and McNesby & Aubry, J.V.
CONTRACT NUMBER	8229
FEDERAL AID PROJECT NUMBER	State Project
DATE OF CONTRACT	June 24, 1975
DATE WORK STARTED	July 14, 1975
ESTIMATED COMPLETION DATE	November 8, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (work) 65
	WORK DAYS USED / CALENDAR DAYS USED (work) 90
PROJECT AUTHORIZATION: $ 202,098.10	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 138
EXCLUSIVE OF ENGINEERING: $ 186,072.70	ENGINEERING AUTHORIZATION $ 16,025.40
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 186,072	ENGINEERING COST TO DATE $ 19,000
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 119 %
	DATE PROJECT WAS COMPLETED: November 8, 1975

PROJECT COMPLETED - SEMIFINAL ESTIMATE DELIVERED TO REGIONAL OFFICE 12/1/75.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.62	0.62			0.62
MILES PARTIALLY COMPLETED	0.62	0.62			0.62
MILES COMPLETED	0.62	0.62			0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,300 cy	2,650 ton			5,860 ton
TOTAL QUANTITIES CORRECTED TO DATE	4,000 cy	1,718 ton			4,036 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,000 cy	1,718 ton			4,036 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Completed.				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 2 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity. (week ending November 29, 1975)

REMARKS

Project completed.

All contract work completed November 8, 1975; semifinal estimate and supporting data delivered to Regional Office December 1, 1975.

FINAL REPORT.

SIGNED _____ LOCATION Corvallis

for Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 459, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 82nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

8029

R

bc: E. S. Hunter
V. E. Skoog
C. T. Keasey
D. E. Swan

Robert W. Straub

June 9, 1975

Mr. Rolland Baxter
City Engineer
City of Corvallis
City Hall
Corvallis, Oregon 97330

NOTED
E. S. HUNTER

Dear Mr. Baxter:

On June 5 the State Highway Division received bids for construction of the N. W. Elks Drive-N. W. Conifer Boulevard section of Pacific Highway West. The low bid was submitted by Corvallis Sand and Gravel, and McNesby and Aubry as a joint venture. The estimated cost of the project based on this bid is $202,098.10 with unit prices as shown on the attached sheets. Also attached are sheets showing the state and city shares of cost based on the estimated quantities.

As stipulated in the state-city agreement dated April 22, 1975, an advance deposit is required from the city prior to award of the contract. Please forward your check or warrant in the amount of $40,000 payable to the Oregon State Highway Division to the County-City Unit, 203 State Highway Building, Salem 97310 prior to July 5, 1975. The contract will be awarded immediately upon receipt of your deposit.

Very truly yours,

GEORGE N. HOPKINS
Project Development Engineer

By Mainor

Mainor C. Holmes
Office Engineer
County-City Unit

RECEIVED
JUN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8229

R

May 5, 1975

City of Corvallis
City Hall
Corvallis, OR 97330

Attention: Jerry Hortsch
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 3223

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Elks Drive-Conifer Boulevard Section of the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8239

R

GOOD SAMARITAN HOSPITAL

27th AND HARRISON BLVD.
CORVALLIS, OREGON 97330

5-1
April 30, 1975

RECEIVED
STATE HWY ENGR
MAY 1'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Fred Klaboe
Administrator and State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Good Samaritan Hospital - 99W - Ninth Street - and Elks Drive Intersection

Dear Mr. Klaboe:

We have been informed by the City of Corvallis that the scheduled revision of the above intersection has been postponed for two months. It is our understanding that this means that the work on the intersection will not proceed until the end of June or the first of July. My concern is that this will work a definite hardship on our plans to move to our new hospital.

For several years we have been constructing a completely new hospital north of Corvallis at the 99W-Ninth Street intersection. We first talked with representatives of your department and the city concerning this revision some three or four years ago. Our new hospital is approximately 85% complete. We have a move date scheduled for September 14. Our primary access to the site is thru the above listed intersection. If this intersection is not completed by September we fear it will create problems during our move and will result in an extremely dangerous situation due to an increasing volume of traffic once we are located on the site. Anything you can do to help us in getting back on schedule will be greatly appreciated.

Sincerely yours,

James R. Mol

James R. Mol
Administrator

5-1-75

JRM:dm

Discussed by phone - let June 5 hopefully to be complete by Sept 1.

JRKlaboe

cc Swenson
Bond
Rubin
Fehrenbacher

NOTED
F. R. KLABOE

#1 229

1W

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 28, 1975

TO C. O. Fredrickson
Region II Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Sign Study Plans
N.W. Elks Drive-N.W. Conifer Blvd. Sec.
Pacific Highway West
Benton County

There are attached six copies of our sign study plans showing proposed sign installations on the above named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also, will you please submit two copies to the City and County for their review. They should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

REFERRED TO

Beard 4/5/75 Reed
Cole 1 Sample 4/28
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

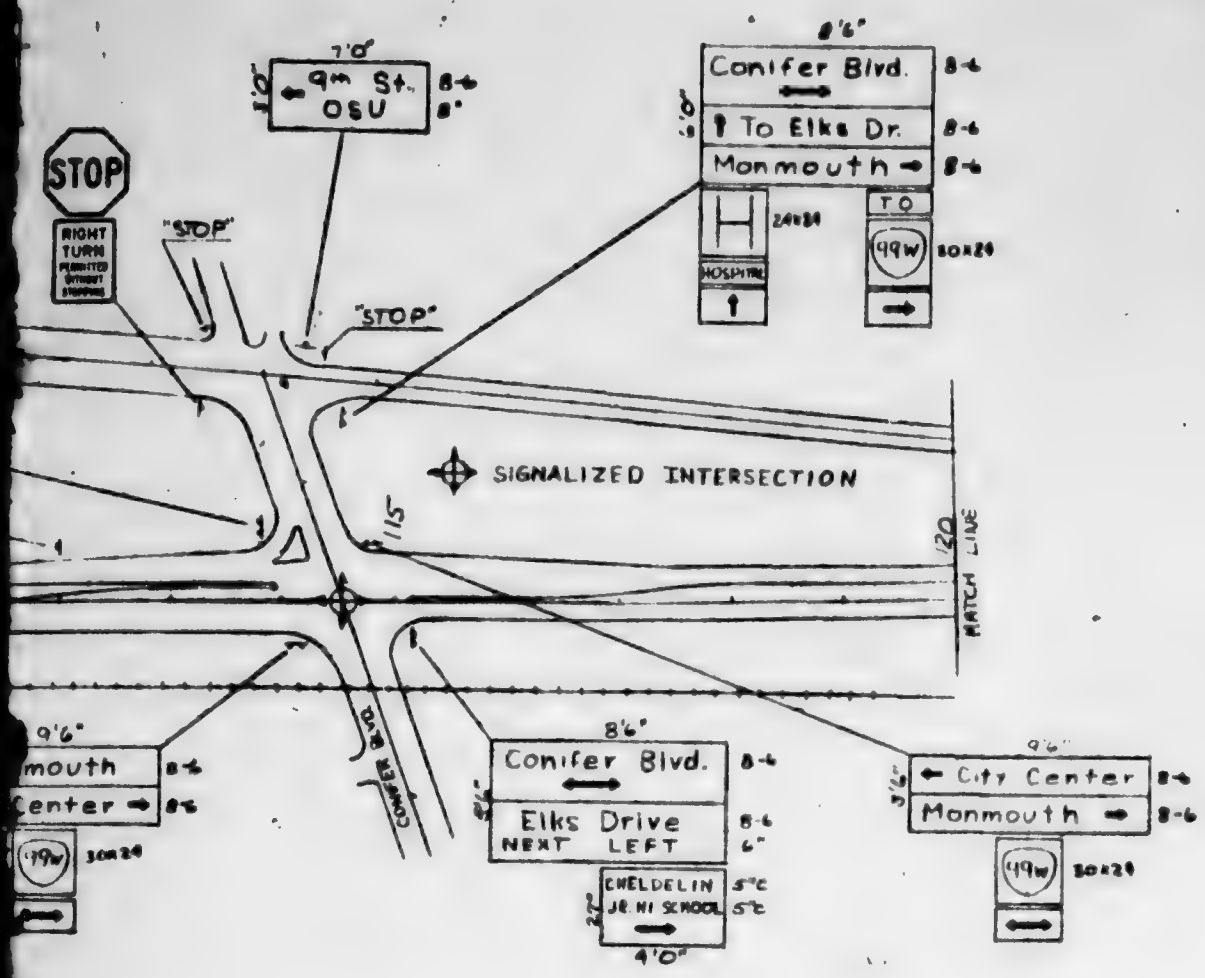
ELS:rj

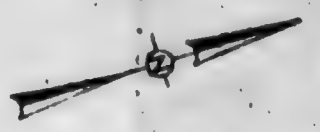
cc: J. H. Versteeg

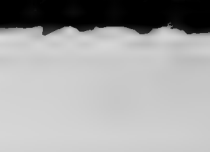
1 V
2
Swenson
R. Cleon
Trout

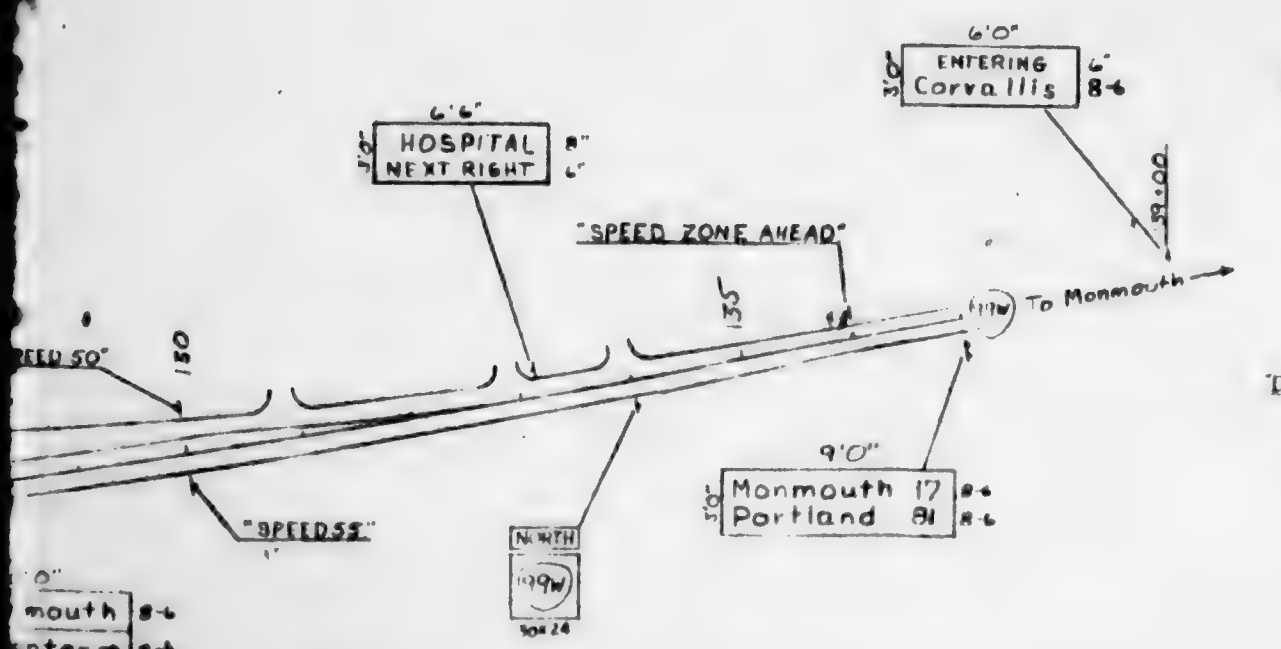
RECEIVED
APR 29 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Do not File
Return To
Bring Up / /
Other









NOTE: All School and Bikeway Signs to remain in place or moved to accomodate new construction.

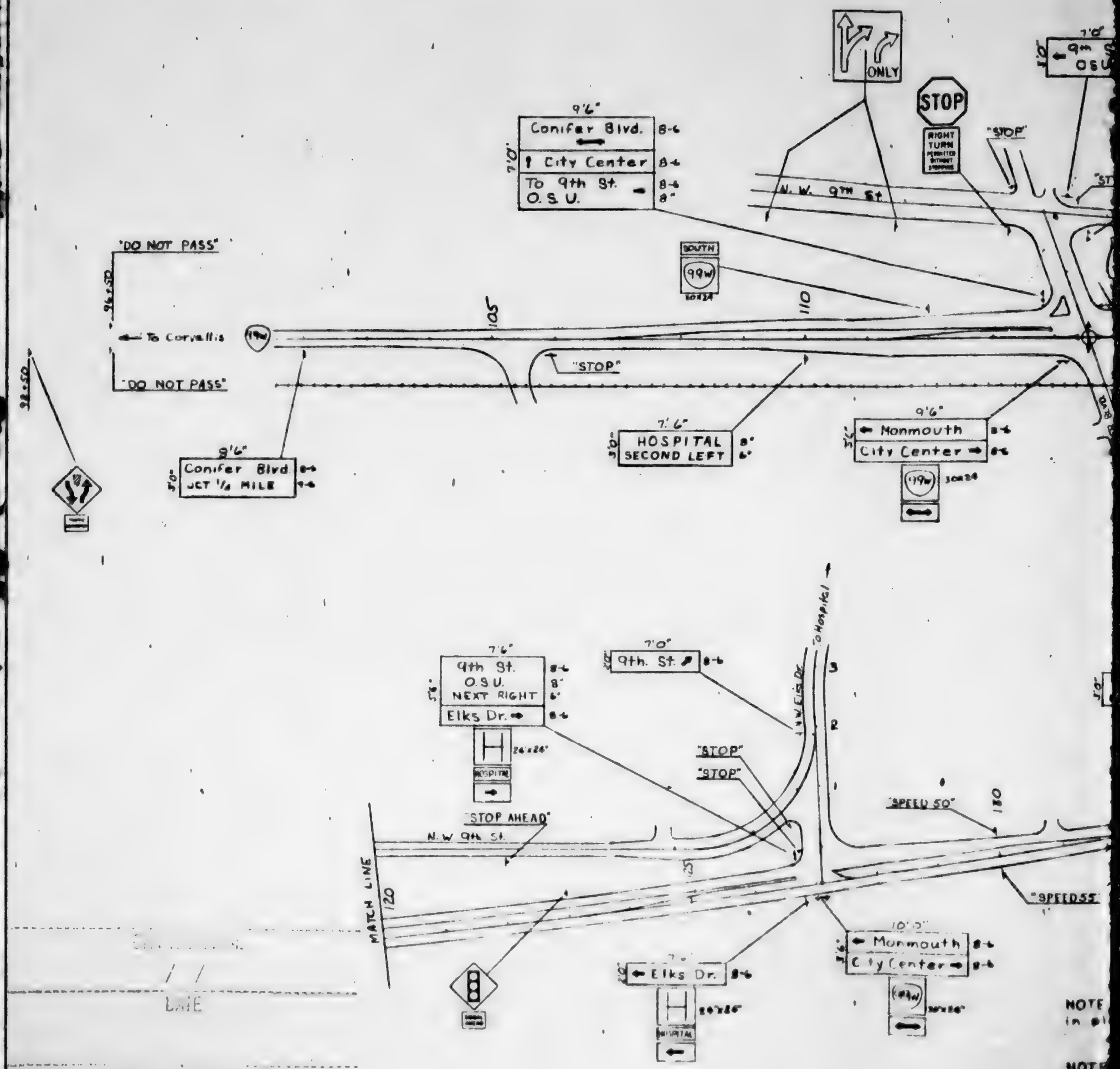
NOTE: All Street Name Signs are the responsibility of the City.

SIGNING PROJECT

NW CONIFER BLVD SEC.
HIGHWAY WEST
N COUNTY

Approved			Traffic Engr.
			Asst. Hwy Engr.
Accepted			U.R.&P.R.

2-1304-911


ONLY
STOP
RIGHT TURN PERMITTED WITHOUT STOPPING
"STOP"
N. W. 9TH St
9'6"
Conifer Blvd. 8-6
City Center 8-6
To 9th St. O.S.U. 8-6 8"
7'0"
"DO NOT PASS"
SOUTH
99W
30x24
To Corvallis
"DO NOT PASS"
105
110
"STOP"
9'6"
Conifer Blvd 8-6
JCT 1/2 MILE 7-6
5'0"
7'6"
HOSPITAL 8"
SECOND LEFT 6"
3'0"
9'6"
Monmouth 8-6
City Center 8-6
3'6"
99W
30x24
7'6"
9th St. 8-6
O.S.U. 8"
NEXT RIGHT 6"
Elks Dr. 8-6
5'8"
24x24"
HOSPITAL
7'0"
9th. St. 8-6
10'0"
TO HOSPITAL
N.W Elks Dr.
"STOP"
"STOP"
"STOP AHEAD"
N.W 9th St.
"SPEED 50"
180
"SPEED 55"
MATCH LINE
120
35
10'0"
Monmouth 8-6
City Center 8-6
7'0"
Elks Dr. 8-6
24x24"
HOSPITAL
99W
30x24
DATE
DATE

8 #8227

IW

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT
(503) 752-4292

February 10, 1975

REGION 2 ENGINEER
RECEIVED
FEB 1 1975
RE RCE RME RTE RDE
UTE GEO RSO ROC RFE

Mr. Phil Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

As discussed in our telephone conversation this date, this is to advise you of the City's intention to complete the work on Conifer Blvd. east of the Highway 99 right-of-way, through a force-account procedure. The balance of the work on Conifer Blvd., lying west of Highway 99, should still be included in the contract to be awarded by the State Highway Division.

This action is taken in order to expedite the completion of the work involving the railroad right-of-way and to eliminate the requirement of securing an additional permit from Southern Pacific Transportation Company. We will coordinate our work with Howard Johnson, the District Engineer, and Richard Nelson, the Resident Engineer.

Very truly yours,

Rolland Baxter
City Engineer

RB:jh
cc: Public Works Director/Assistant City Manager
Principal Engineer
Howard Johnson
Richard Nelson

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson W
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
FEB 12 1975
ROAD DESIGN SECTION

City of Corvallis

PUBLIC WORKS DEPARTMENT

CORVALLIS CITY HALL
501 S W MADISON AVENUE
CORVALLIS, OREGON 97330
(503) 752-4282

2-130

January 23, 1975

REGION 2 ENGINEER
RECEIVED
JAN 27 1975
RE RTE ROE LTE SEO RSO RCC RFE

Oregon State Highway Division
3700 Philomath Blvd.
Corvallis, OR 97330

ATTENTION: Richard Nelson, Resident Engineer

Gentlemen:

SUBJECT: ORE 99W - **Conifer to Elks Drive**
Project #102 (51473)

The City of Corvallis has no objection to the Highway Division's specifying their properties lying adjacent and northerly of the City property occupied by the City Maintenance Shops and the Sewage Treatment Plant as a disposal site for waste materials for the ORE 99W-Conifer to Elks Drive project. The City will reserve the right of approval for the dates, times, and points of access across our property for the contractors use in disposing of these materials. We would also request that all precautions be taken to insure that proper drainage is maintained. Our question regarding the dates, times, and points of access relate to possible construction work at the Sewage Treatment Plant and for normal maintenance operations.

Very truly yours,

Rolland Baxter
City Engineer

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Date
BY FINAL DESIGN ENGINEER

AGW/scr

2 Scott
3 Peterson
R. Olsen
Trail

ROAD DESIGN SECTION

RECEIVED
JAN 27 1975
RESIDENT ENGR.
R. E. NELSON

cc: Lyle Watson

#8229

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 20, 1975

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: N.W. Elks Drive-N.W. Conifer Boulevard
Pacific Highway West
Benton County

TO: MEMORANDUM TO THE FILES

I contacted Richard Nelson, Resident Engineer for a development plan for the disposal area on the named section.

LKW:we
cc: C. O. Fredrickson
Richard Nelson

1 Version J
2 T
3
4 RT

RECEIVED
JAN 30 1975
DESIGN SECTION

Reply
Requires Approval

- #8229

1W

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

Jan. 9, 1975

FILE: 2-1304

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: Victor D. Wolfe
LOCATION ENGINEER

SUBJECT: Elks Drive
Pacific Highway West
Benton County

By letter dated December 31, 1974, we transmitted to you the subject location project.

Our letter of transmittal was not clear on what portions of the proposed project the City should pay.

Resident Engineer Richard Nelson provided a single estimate of cost for the total project. On the estimate each item was divided into four portions; namely, Pacific Highway West Widening, Pacific Highway West Overlay, Confier Blvd. Extension, and Elks Drive access. The purpose for the division of each item is to determine those costs in which the City should participate.

The cost of two portions, Elks Drive Access and Conifer Blvd. Extension, should be borne by the city.

The City Officials' inference to Richard Nelson, Resident Engineer, is that the city is willing to perform the work on Conifer Road Extension having only that work on Elks Drive Access to be performed under the contract of the Pacific Highway West.

When ~~the final design~~ your review has been completed, please advise the Region so that Phil Stearns can negotiate an agreement with the city.

cc Wolfe

JEC:jm

cc: James Chaney
Richard Nelson
Phil Stearns
file

REFERRED TO

Beard	Reed
Cole	Semple
Eriksen	Watson
Hager	Wolfe

Return, Discuss, Do, File Copy, Due

BY FINAL DESIGN ENGINEER

RECEIVED

REFERRED TO
Versteeg
By Location Engineer

1 2 3

J
aug
7

8254

R

October 23, 1974

Corvallis City Council
City Hall
Corvallis, OR 97330

Attn: Mr. A. Gordon Wyatt
Principal Engineer

MISC. CONTRACTS and
AGREEMENTS No. 4855

Gentlemen:

Attached for your records is a supplemental letter-form agreement covering survey costs for improvement of the Conifer Boulevard-Elks Drive Section on the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:ser
Att.

cc H. S. Cox
(Conf. agree. att.)

#8237

Versteeg
A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 1 - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

July 1, 1974

Mr. A. Gordon Wyatt
Principal Engineer
Public Works Department
Corvallis City Hall
501 S. Madison Avenue
Corvallis, Oregon 97330

Re: Conifer Road Section
Pacific Highway West
Benton County

Dear Mr. Wyatt:

As requested in your letter of June 24 we have looked over your preliminary plans on the subject section. The channelization along the Pacific Highway West meets our standards but we will hold final approval until we have seen the proposed connection of 9th Street to Elks Drive.

As requested by telephone to our Preliminary Design Unit, you may revise the curbs on the west side of the highway at Conifer Road to fit the highway shoulders.

Thank you for the opportunity to review these plans.

Very truly yours,

J. H. Versteeg
Road Design Engineer

DNS:we
cc: C. O. Fredrickson
Howard Johnson, District Engineer

City of Corvallis
INCORPORATED JANUARY 1857

PUBLIC WORKS DEPARTMENT

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330
(503) 752-4292

June 24, 1974

Mr. J.H. Versteeg, Road Design Engineer
223 State Highway Building
Salem, OR 97310

ATTENTION: Adrian D. Olson
Preliminary Design Engineer

SUBJECT: Conifer and Highway 99W
102 (51473)

Gentlemen:

Enclosed herewith is a copy of a preliminary design for the Elks Drive - Conifer Section, ORE 99W. We would appreciate your review and comments prior to proceeding with further location and design. Please refer also to letter to C.O. Fredrickson herewith.

As promised to you Adrian, I have also enclosed a print of the drawings for the reconstruction of ORE 99W at the intersection with Conifer Blvd. and as it was generally reconstructed in about 1964.

Very truly yours,

Jack P. Bilsborough
City Engineer

By: A. Gordon Wyatt
Principal Engineer

AGW/scr
enclosure
cc: C.O. Fredrickson
H. Johnson

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

June 24, 1974

Mr. C.O. Fredrickson, Regional Engineer
205 East Salem Highway Building
2960 State Street
P.O. Box 30
Salem, OR 97310

SUBJECT: Conifer and Highway 99W
102 (51473)

Dear Mr. Fredrickson:

Enclosed herewith for your preliminary review and approval is a colored drawing showing the proposed layout for the Elks Drive - Conifer Section at ORS 99W. We have not completed the design for the N.W. 9th Street connection to Elks Drive because of the need to reconcile some survey information. The basic design is as given to me by Don Stoudenmeyer on 5/14/74 and is in accordance with the directions from the Location Section.

The proposed signal pole locations at the Conifer - 99W intersection have been plotted as near as could be determined. The only pole that may require relocating is Pole #4, but Poles #1, #2, and #3 could be moved slightly to better accomodate the design. Poles #3 and #4 are proposed mast-arm poles and I would recommend that the arm lengths be increased from 25 feet to 30 feet.

The City of Corvallis is extremely interested in seeing this signal project move ahead without delay. It is our understanding that the costs for the signal and the participating costs (50%) of the railroad grade crossing protection will be financed with Highway Bond funds. Because of the relatively small amount of actual physical changes that will be necessary at the intersection and since the time involved for construction will be approximately one year, it would seem more prudent to make the physical changes and put the signal into full eight-phase operations with the initial construction.

We would appreciate your review and comments as early as possible. If you can give us the base and paving design requirements we can proceed to complete the design and estimates. Please contact me if there questions (except that I will be gone from July 5 to July 25.)

Very truly yours,

Jack P. Bilsborough
City Engineer

By: A. Gordon Wyatt
Principal Engineer

AGW/scr
cc: H. Johnson
L.E. George
J.H. Versteeg

Hunter agrees with Wyatt letter according to Wyatt Ouf

Corvallis

This agreement includes RR inter-tie but not RR signals. 50-50 with City

MEMO TO FILES, 4/19/74

RE: CONIFER AVENUE-ELK DRIVE SECTION
CORVALLIS

Purpose of this memo is to update the status of the Conifer Avenue-Elk Drive project proposals.

The following information was obtained from Gordon Wyatt 4/19/74 by phone.

At the present time State and Corvallis have an agreement dated March 27, 1974 for the signals at the intersection of 99W and Conifer Boulevard. This agreement voids a previous agreement dated April 21, 1970 and is basically explained in a letter of transmittal dated February 9, 1974 and signed by R. L. Schroeder.

The City of Corvallis also has an agreement with Southern Pacific Company for gates at the Conifer crossing. This agreement calls for equal participation between the Railroad Company and City.

The two above-mentioned agreements are estimated at $86,000.

There is an agreement for P.E. 50-50 cost, City perform.

The City of Corvallis would now like to accomplish all the work (signals, widening, etc.) from Conifer to NW Elks Drive on the bonding program. This desire is expressed in a letter dated April 11, 1974, and signed by C. Eugene McAdams.

The widening, channelization, paving, etc. of 99W, Conifer Drive, and NW Elks Drive is priority #29 and the Conifer signals and railroad gates is priority #36 of C.O.G. District 4's proposed bonding projects. If these projects go by the bonding method they should then be combined into one project.

At the present time the financial status of the City of Corvallis is very uncertain. They do not wish to definitely void their present agreements in favor of the bonding program because timing of the bond program might be delayed too long. On the other hand, if they proceed under existing agreements they are obligated to considerable expense. Mr. Wyatt thought that final determination of construction method might be held in abeyance until July, at which time the City's budget would be finalized.

Mr. Wyatt has talked with Mr. Klaboe and Mr. Hunter regarding bonding method of construction, and evidently the response was not negative.

H. S. Cox
County-City Engineer

HSC:mm
cc: E. S. Hunter
L. W. Rulien
L. E. George

#0227

IW

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4282

June 28, 1974

L.E. George, Traffic Engineer
405A State Highway Building
Salem, OR

ATTENTION: Roger Trygstad

SUBJECT: Conifer Traffic Signal
102 (51473)

Gentlemen:

In accordance with my conversations with Gerry Wimer on June 27, 1974 and Don Stoudenmeyer on June 28, 1974, I have made revisions in the Conifer Blvd. - ORE 99W Intersection to show curb returns in the Northwest and Southwest Quadrants. In addition, I have shown the relocation of the proposed traffic signal poles. The pole locations will provide for a complete span wire installation. It is my understanding that the signal design should proceed on the basis that the present physical configuration will prevail at the time of the signal construction and that the physical changes in the roadway will come later under a separate contract and in conjunction with the reconstruction of the Elks Drive - Conifer Section.

I trust this will resolve the design questions so that the signal contract can move ahead to construction. If you have questions in this regard, please contact me.

Very truly yours,

A. Gordon Wyatt
Principal Engineer

AGW/scr
enclosure
cc: C.O. Fredrickson
J.H. Versteeg
Howard Johnson

1/3

N.W. COUIFER BLVD

R/W ℄
Ls=250'
S=0°18'45"
σ=0.1

END CURB
60'

CONST ℄ 136+86.63

55'

PROPOSED SIGNAL
POLE LOCATION #6

112+71.88 P.C.

112+71.88 PS R/W

CONST ℄ 111+36.95 P.S.

(P.O.)

CONST ℄=17'R+R/W℄
111+36.02 POT

60'

12' 16' 12' 12'

PROPOSED SIG
POLE LOCATION

N.W. 9th. ST

472+18.5 N.W. 9th. ST ℄

N.W. PONDEROSA AVE

CURVES

N.W. CONIFER BLVD

CONST. ℄
$L^S = 250'$
$S = 0°18'45"$
$a = 0.1'$

EDGE A.C. (NO CURB)

WELL 5

80'

Remove Exist'g Walk

END CURB

60'

CONST. ℄ 136+86.63 SC

55'

PROPOSED SIGNAL POLE LOCATION #6

112+71.88 P.S.

112+71.88 PS R/W

13' 13' 13' 13'

70°37'

30'

5'

END CURB

15

115+21.88 PSC R/W

PROPOSED SIGNAL POLE LOCATION #4

PROPOSED SIGNAL POLE LOCATION #1

115+21.88 P.S.C.

R/W ℄

PROPOSED SIGNAL POLE LOCATION #2

PROPOSED SIGNAL POLE LOCATION #3

PROPOSED SIGNAL POLE LOCATION #5

20'

113' 13'

N.E.

(NO CURB)

WELL

60'

30'

END CURB

60'

CONST. ℄ 136+86.63 SC

112+71.88 PS R/W

115+21.88 PSC R/W

END CURB

PROPOSED SIGNAL POLE LOCATION #4

PROPOSED SIGNAL POLE LOCATION #1

PROPOSED SIGNAL POLE LOCATION #6

112+71.88 P.S.

115+21.88 P.S.C.

R/W

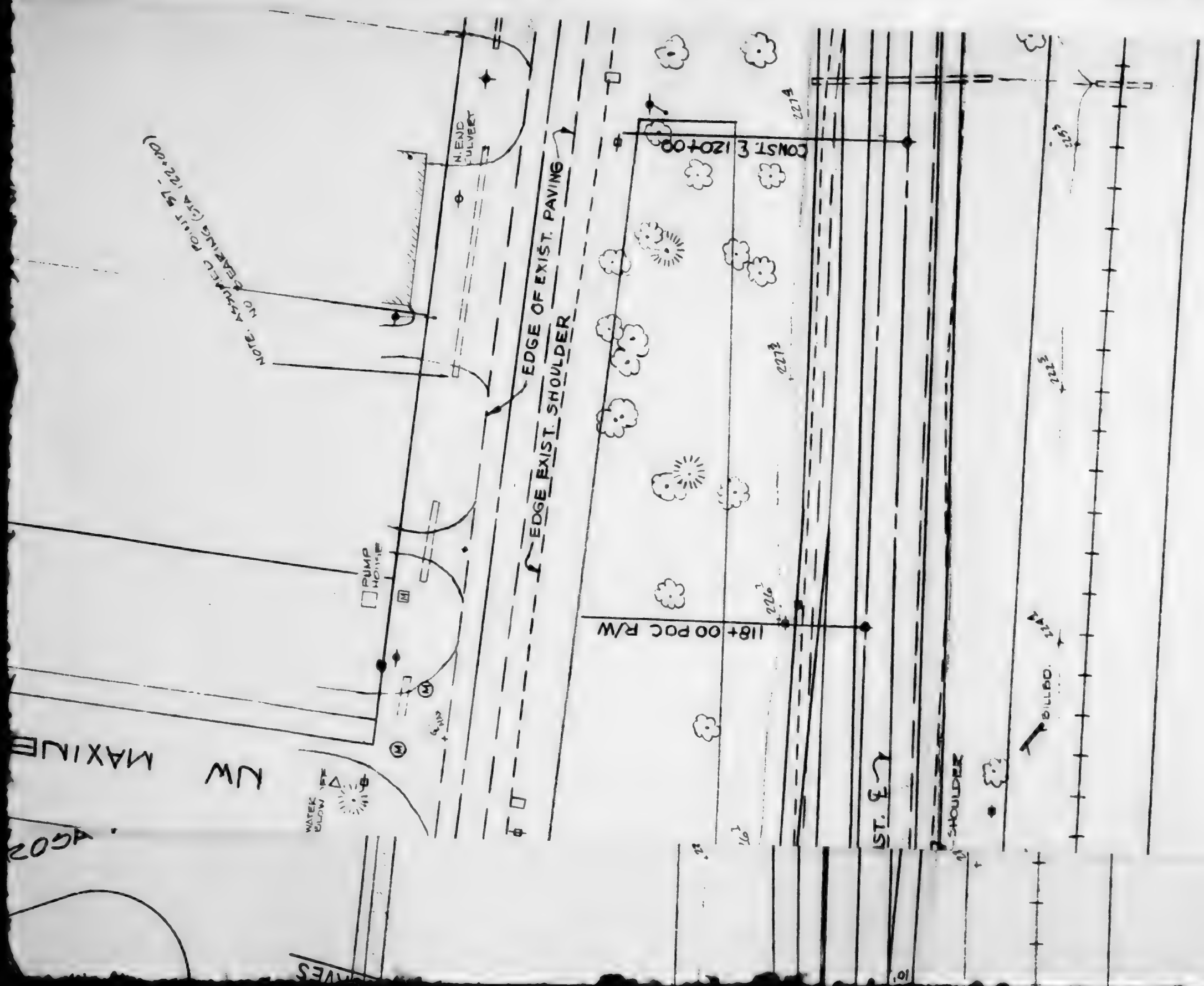
PROPOSED SIGNAL POLE LOCATION #3

PROPOSED SIGNAL POLE LOCATION #2

PROPOSED SIGNAL POLE LOCATION #5

20'

N.E. CONIFER BLVD.


CONST. 120+00
N. END CULVERT
EDGE OF EXIST. PAVING
EDGE EXIST. SHOULDER
118+00 POC R/W
PUMP HOUSE
WATER ELEV.
SHOULDER
BILLBOARD
NOTE: ASSUMED POINT OF BEARINGS (USA 122.00)

8429

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES

(503) 752-4292

April 24, 1974

E. S. Hunter
Assistant Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Subject: Signalization of 99W and Conifer

Thank your very much for your time yesterday when we discussed the proposed Corvallis bypass and the Highway 99W, Conifer and Elks Drive intersection and improvements. Marvin Gloege and I appreciated your candid responses in spite of the fact that the bypass is not enthusiastically endorsed by your department at this time.

I was pleased to learn that the city will not have to budget funds for the signalization of Conifer and 99W provided OD4COG requests immediate implementation of this project under the first sale of state highway bonds. It was also gratifying to receive your assurance that no delay would be experienced if your division received the OD4COG letter by June 1, 1974.

I have asked Jack Bilsborough, City Engineer, to set up an appointment with Mr. Wolfe and appropriate members of your organization to explore the 99W - Conifer - Elks Drive intersection as well as attendant improvements in order that we may proceed with a comprehensive project in that area as soon as practicable. I should again emphasize that signalization and railroad protection is of the foremost concern here in Corvallis and we do not wish to involve ourselves in any activity which will delay this phase of the overall project.

Sincerely,

G. Eugene McAdams
Public Works Director/Assistant
City Manager

4-26-74
original to Wolfe

4-25-74
To Wolfe
Ed

GEM:jg

cc: City Manager Smith
City Engineer Bilsborough
Principal Engineer Wyatt

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES, 4/19/74

NOTED
E. S. HUNTER

LL
UE
30
12

RE: CONIFER AVENUE-ELK DRIVE SECTION
CORVALLIS

Purpose of this memo is to update the status of the Conifer Avenue-Elk Drive project proposals.

The following information was obtained from Gordon Wyatt 4/19/74 by phone.

At the present time State and Corvallis have an agreement dated March 27, 1974 for the signals at the intersection of 99W and Conifer Boulevard. This agreement voids a previous agreement dated April 21, 1970 and is basically explained in a letter of transmittal dated February 9, 1974 and signed by R. L. Schroeder.

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The City of Corvallis would now like to accomplish all the work (signals, widening, etc.) from Conifer to NW Elks Drive on the bonding program. This desire is expressed in a letter dated April 11, 1974, and signed by C. Eugene McAdams.

The widening, channelization, paving, etc. of 99W, Conifer Drive, and NW Elks Drive is priority #29 and the Conifer signals and railroad gates is priority #36 of C.O.G. District 4's proposed bonding projects. If these projects go by the bonding method they should then be combined into one project.

At the present time the financial status of the City of Corvallis is very uncertain. They do not wish to definitely void their present agreements in favor of the bonding program because timing of the bond program might be delayed too long. On the other hand, if they proceed under existing agreements they are obligated to considerable expense. Mr. Wyatt thought that final determination of construction method might be held in abeyance until July, at which time the City's budget would be finalized.

Mr. Wyatt has talked with Mr. Klaboe and Mr. Hunter regarding bonding method of construction, and evidently the response was not negative.

H. S. Cox
County-City Engineer

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HSC:mm

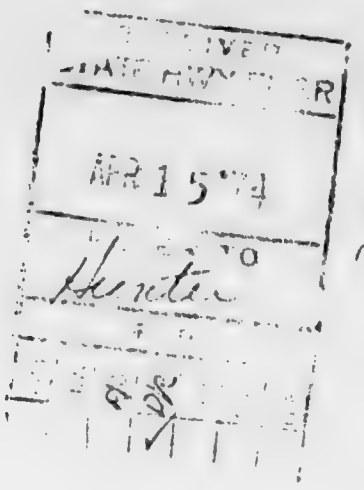
cc: E. S. Hunter
L. W. Rulien
L. E. George

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT
(503) 752-4292

April 11, 1974



F267
cy
(Robert Johnson
Federal Aid
4-76

Oregon Department of Transportation
Highway Division
140 State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Fred B. Klaboe
Administrator of Highways

Gentlemen:

It has been noted that the proposed traffic signal control and railroad grade crossing protection for the intersections at ORE 99W and Conifer Blvd., within the City of Corvallis, is included in the priority program for full financing under the Highway Bond Program. This is item Number 36 on the list prepared by District 4 Council of Governments; Linn, Benton, and Lincoln Counties. We respectfully request the continued consideration of full funding under the bond program irrespective of the fact that we have a current State/City agreement and a Southern Pacific/City agreement that outlines the funding responsibility for these controls. The City of corvallis has set top priority on this project and does not want to cause any delay to the schedule.

The City is proceeding with the Preliminary Engineering in accordance with out State/City agreement relative to item Number 29 of the District 4 list. The ORE - Elks Drive improvement and the Conifer Signal improvement are interrelated and should in many ways be considered as one project although the Conifer Signal Project can be scheduled to proceed as a first phase of the total project. The Good Samaritan Hospital is due to open in September 1975 and the Elks Drive project has considerable importance since it will provide the major access route to and from the hospital. It would, therefore, seem appropriate that a construction priority be established soon for project Number 29 shown on the District 4 list.

Very truly yours,

G. Eugene McAdams

G. Eugene McAdams
Public Works Director/Assistant City Manager

AGW:GM/jh

8239

R

City of Corvallis
City Hall
Corvallis, Oregon 97330

November 23, 1973

5 —

11-21-73

Attention: Jerry A. Hortsch
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4855

Gentlemen:

Attached for your records is a fully executed copy of an agreement for an engineering study along the Pacific Highway West between Conifer Boulevard and 9th Street connection at the north city limits.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.

cc H. S. Cox
(agree. att.)

8992

R

November 8, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Cooperative Survey Agreement
City of Corvallis

The Highway Division and the City of Corvallis have agreed to cooperate in an engineering survey along Pacific Highway, West (US99W) between Conifer Boulevard and the Ninth Street connection at the north city limits.

The survey is to be done by City forces and is to include a determination of right-of-way limits, drainage studies, quantities of material, and an estimate of construction costs. Financing of the survey is to be on a 50% State-50% City basis, with a total cost estimate of $7,000. The State's participation shall not exceed the sum of $3,500.

This matter will be presented for your consideration at the November 21 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
Victor Wolfe
H. S. Cox
C. O. Fredrickson
Gary Sund
R. E. Whipps

MCH:ljt cm

RECEIVED
MAR 30 1970
FOR FILING

March 27, 1970

8282

Mr. Tony Groh
Director of Public Works
Corvallis City Hall
Corvallis, Oregon 97330

Dear Mr. Groh:

Your letter of March 6 commented on two locations involving traffic matters in north Corvallis. We will not consider any action at the junction of Ninth Street and US99W at the present time as requested in your letter.

Although we have discussed with you in the past the intersection of US99W and Conifer Avenue, we have never conducted an engineering investigation into the need for traffic signals. However, if the Corvallis City Council has indicated a strong desire to install traffic signals, and also in light of the increasing development in the area, the Highway Division is agreeable to initiating a cooperative traffic signal project at this location.

It is our opinion that this installation should be similar to the one at Seavy Road in that the traffic signals should be interconnected into a set of railroad grade crossing signals.

The Highway Division would not participate in any portion of the cost involving the railroad grade crossing signals. However, we are willingto share the cost of the traffic signal and the cost of interconnecting this signal into the railroad signal on an equal cost sharing basis. The total estimated cost of the traffic signal and its associated equipment is $32,000. The City's share would be $16,000.

I have attached copies of a State-City agreement based on the arrangement outlined above. If the City wishes

to proceed with this matter, will you please execute the agreements and return them to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

LEG:mk mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

March 6, 1970

20019

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

For several months the City Council has been considering a proposal for modification of access to NW 9th Street at its connection to Highway 99W. At the council meeting of March 2, 1970, the following motion was adopted:

1. That the City of Corvallis work with the State Highway Department and Southern Pacific Railroad to install a signal at 99W and Conifer and to effect this installation as soon as possible.

2. That presently the 99W - 9th Street intersection be left unchanged.

3. And that before any future changes are considered, more planning be done in the North Corvallis area influenced by 9th Street and 99W.

We are extremely interested in providing intersection controls at Highway 99W and NW Conifer Avenue. With the opening of Cheldelin Jr. High School in September of 1967 and with the extension of NW Conifer Avenue by Benton County easterly to connect to Highway 20, traffic volumes have increased. There is now a general awareness of increased traffic hazard by several factions; by the local area residents in the Village Green Area; by the Corvallis motorists who more or less utilize this route in their comings and goings; and by homeowners in the entire north area of the city who have children in the schools on either side of the highway.

The City Council has watched the rising pressure and believes it sufficient to warrant an official request be made of the Highway Department for the installation of traffic signals and controls at NW Conifer Avenue and Highway 99W. We are aware that a complete study has not been made of traffic volumes and the other factors which influence the decision in establishment of warrants justifying such installation. However, the City Council believes the installation to be required at this time and requests that it be done.

It is recognized at the same time that there is a difference of opinion that a hazardous condition exists at the intersection of Elks Drive and NW 9th Street. Petitions have been presented to the Council both for and against modification of access to NW 9th Street. The City Council, in its discussion of the problem has acknowledged that at the very least, an extremely undesirable situation exists. Although part 2 of the motion mentioned above states that the intersection be left unchanged, the Council will consider the modification of access at the time signals are installed at Conifer Avenue and Highway 99W. Since a nine-month delay must occur because of material and

Mr. Forrest Cooper

March 6, 1970

equipment delivery problems, they are of the opinion that the two intersections should be scheduled simultaneously.

I would appreciate your consideration of this request as outlined.

Very truly yours,

Tony Groh

Tony Groh, P. E.
Public Works Director

TG:sn

cc: C. Dean Smith, City Manager
Glenn Ling, City Engineer

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 12 1970

• 8230	Poormans Cr Br Sec of Jack- sonville Hwy SW of Jacksonville (Grading, paving, & structure)	1975

CIA 5-21 5-27-75

8230

H.S. Coulter 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PUB 7

Mr. J.F. Duggan
Fort Forest Creek
P.O. Box 673
Jacksonville, OR 97530

July 19, 1977

RE: Forest Creek Rd. Connection
Poormans Creek Bridge Section
Contract # 8230
Jackson County

Dear Mr. Duggan:

Your letter of July 6, to Mr. Scott Coulter, has been referred to this office for investigation and reply.

You are correct in your statements that there are sharp turning movements required in negotiating this intersection. There is also a short 6% drop between Forest Creek Road and the Jacksonville Highway.

Attached is a sketch showing the original and the existing highway alignment and the respective connections. Although what we have nó leaves something to be desired, it is a considerable improvement over what was there before. It is the best we can do without acquiring additional right of way and performing major reconstruction. Our analysis of the problem at this time indicates no warrant for a revision of that magnitude.

Since the Poorman's Creek project has been completed, we have had no other complaints from anyone including school bus drivers. Busses have the longest turning radius and would have the most difficulty of any vehicle using the connection.

We will monitor the Forest Creek Road connection closely and if a real problem develops, we will consider some more elaborate treatment.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

cc H.S. Coulter
George Thornton

RECEIVED
STATE HWY ENGR
JUL 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE July 13, 1977

TO J.X. Wilson
Reg. Maint. Engr.

FROM Wm. H. Maude
Res. Engr.

Vern Neiswanger
Asst. Res. Engr.

SUBJECT

Poormans Cr. Br. Sect.
Contract No. 8230
Forest Creek Rd. Connection

During the construction of subject project there was considerable discussion by phone between the school district personnel and this office in regards to the Forest Cr. Rd. connection. After it was explained that the connection was temporary during the winter of 1975-76 there was no more complaints. The road connection was completed in June 1976 as per plan with the exception of small change in radi of the curves. There has been no complaints to this office since the connection was finished.

To my knowledge Mr. Duggan has never contacted this office and he never contacted the proper spokesman for the job because the original Contractor did start and finish the Project. Mr. Duggan is correct in stating that the connection consists of a hairpin turn coming from the west and an S-curve coming from the east. The quick drop he refers to is a 6 % grade for about 50 ft. To improve this connection more R/W would have to be purchased and the Forest Cr. Rd. relocated for approx. ¼ mile.

The statement that the present condition is both dangerous and difficult is a matter of opinion. The school bus drivers do not have any problems and the busses have the longest turning radius of any of the vehicles using the road.

Attached is a sketch of the original connection, the new connection and pictures of the temporary connection. This office does not have pictures of the original connection.

ROSEBURG REGION
RECEIVED
JUL 14 1977

RECEIVED
STATE HWY ENGR
JUL 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Adj | File

July 6, 1977

Contract 8230
cy Keasey

H. Scott Coulter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Mr. Coulter:

I am writing you to express my concern over the unfinished construction at the intersection of Forest Creek Road and Oregon Highway 238 in Jackson County.

After too many accidents 238 was finally widened from just east of Forest Creek Road to just west of Longenecker Road. A new bridge was installed over Poorman's Creek. The majority of the work was done during the summer of 1975.

It is my understanding that the original contractor was unable to complete the job and that a second contractor was brought in to finish the work. He finished everything but the entrance to Forest Creek Road.

As it now exists, the entrance to Forest Creek Road from 238 consists of a hard hairpin turn coming from the west or a sharp S-type turn coming from the east. There is also a quick drop from Forest Creek Road to the highway. The present condition is both dangerous and difficult.

I was led to believe (by the original workers) that the entrance to Forest Creek Road would be contoured to the improved highway, providing a more direct entry from the east and a wider turning radius from the west.

I have delayed writing you because I was certain the oversight would be corrected. However, since it appears the condition will continue, I feel it necessary to request improvement from the government. I hope to hear from you soon.

Sincerely,

J. F. Duggan

J. F. Duggan
Fort Forest Creek
P.O. Box 673
Jacksonville, Oregon 97530

8230

November 10, 1976

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On November 5, 1976, we wrote to you concerning release of final payment on Contract No. 8230 awarded to Ausland Construction, Inc., for work on the Poormans Creek Bridge Section of the Jacksonville Highway in Jackson County.

Final payment on this contract is $591.59 and the total contract amount is $467,461.91 including $12,783.06 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

August 19, 1976

Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Gentlemen:

We have revived your request for an extension of time on Contract No. 8230 for work on Poormans Creek Bridge Section on the Jacksonville Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 85 1/2 days is granted because of Extra Work Orders 4 and 5, right-of-way delay, the seasonal delay in the spring of 1976 and the last days counted during only minor corrective work and cleanup. This will delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 18, 1976

FILE: CON 5 #8230

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Poormans Creek Bridge
Contract No. 8230
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Ausland Construction, Inc. has submitted the attached request for a complete time extension citing 13 specific reasons. Some pertinent dates are:

Bids opened	6- 5-75	
Contract sent	6-19-75	
Time count start	7- 1-75	(140 calendar workdays allowed)
Work started	6-25-75	
At start of dormant period, 12-1-75, 134 days counted, project 64% done.		
Contract work cont'd to	12-23-75	
Work resumed	5- 3-76	
Project completed	6- 4-76	
225½ days counted, 85½ days liquidated damages accrued at $100 per day.		

The 140 days allowed intended this to be a one season project. Time was very short for a project this size (contract amount is $454,418.50). Because of three holiday stop work orders and an additional week not counted by the Resident Engineer (and duplicated in his recommendations for extension now) there were 20 days not counted in 1975, so the project went into the winter no count period with 6 days left. It was completed promptly this year when work could resume in May.

The Resident Engineer has made a point by point analysis of the contractor's reasons which are attached. I believe, however, consideration of this extension can be simplified as follows:

There is some validity to the argument that valid reasons beyond the control of the contractor contributed to the project going into the second season. The BLM property clearing exclusion in mid-July and EWO 4 and EWO 5 work performed during the first season contributed to the project carrying over into another year. Having acknowledged this, I believe we should then extend the time for the first 63 days counted in 1976 when no work could be performed (up to May 3). This would leave

APPROVED

ESH

DEPUTY STATE HIGHWAY ENGINEER

Date 8-18-76

22½ days to consider for other reasons. During the last 6½ days counted up to the completion date of record, only minor clean-up and corrective work was performed. The Resident Engineer now recommends extension for this time and I concur. The 18 days recommended for EWO 4 and 5 (parts 5, 8 and 11 of the request) are also reasonable and amount to enough time to delete all liquidated damages.

This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church
J. X. Wilson

RECEIVED
STATE HWY ENGR
AUG 19 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Calendar Increase in Number of ~~Workdays~~ to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8230 Contractor Ausland Construction, Inc.

Highway Jacksonville

Section Poormans Creek Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

See Attached

Construction Section recommends complete time extension (85½ days) because of stop work orders, EWOs 4 and 5, seasonal effect of going into another season and for last time counted during only minor corrective work.

Recommended for Approval:

J. X. Wilson
Regional Engineer

For
Construction Engineer or ~~Bridge Engineer~~

E. J. Hunter
Deputy State Highway Engineer

Contract No.	8230
Project designation	State (State-Federal)
Date awarded	June 10, 1975
Work started	July 1, 1975
Per cent completed	100 June 4, 1976 (Date)
No. of calendar ~~Workdays~~ Allowed	140
No. of calendar ~~Workdays~~ Used	226
No. of Added Workdays Requested	85½

SP*67865-734

E-320 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calendar
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 7, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar from 140 days to 225½ days, within which to complete our Contract No. 8230, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached

Respectfully submitted,

Ausland Construction, Inc.
Contractor

By [signature]
John M. Ausland - Vice President

CONSENT OF SURETY

Date June 9, 19 76

We, Peerless Insurance Company

..... , as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

[signature]
Resident Agent

(SEAL)

CONTRACTORS REQUEST FOR INCREASE IN CALENDAR DAYS TO:

Contract #8230 Poormans Creek Bridge Jacksonville Highway

We respectfully request an 85½ day time extension for the following reasons:

1. We were awarded the job on June 10, 1975 and had the preconstruction conference on June 20th. We wanted to get started on Monday, June 23 but we had to wait for the Telephone Company. We did get started on July 1. No time was charged, but we did lose the eight days of good weather.
2. On June 27 we were notified that we could not start on the BLM section cut. We were not allowed to work here until July 21. We were held up in this area for 24 days. We did work around this section, but it obviously cost us at least several days work.
3. From Saturday, July 12 through Sunday July 20 we were unable to clear on the BLM section due to timber conflict. We were charged with two days of time and lost nine days of good weather.
4. The survey crew made an error on the rock cut and we had to wait for new grades from September 10 to September 14, this is a loss of five charged days.
5. We worked on force account to repair the rock cut that was in error from September 15 through September 22 and October 1 through 7th, except for October 3 which was the day prior to deer season. This was a loss of 14 days which was charged.
6. The excavation did not balance with the fills and November 11, 18, 19 and 21 through 25 were spent hauling from a future construction area. This is a loss of eight days of charged days.
7. There was an error in the stage construction and we spent October 2 through 6 removing asphalt in extra stage. This same time was also figured as a loss under Item 5.
8. We constructed a temporary widening between Forest Creek and the new bridge which was not called for on the plans. We did this on November 17, 18, 19 but were charged five days when including the weekend of November 16-17.
9. We were charged time from March 1 through May 2 or 63 days while waiting for the roadway to dry sufficiently to rock and pave. The grading had been completed as far as possible prior to March 1 with rocking and paving the next thing to do. At that time (prior to March 1) the paving subcontractor could not pave because it was too cold and the rocking subcontractor would not start rocking until the paving could be done immediately after his rocking. He was worried with good reason, about moisture in the rock and the distruction of the finished grade by automobiles, etc. On Friday, March 12 Vern Neiswanger, the Assistant Engineer, said we could start rocking the next Monday. It is a good thing Lininger (the rock subcontractor) had their plant down, because it rained hard the next Thursday, March 18. The paving could hardly have started by then. The Engineer did, however, let us start on Monday, May3.
10. The paving subcontractor finished paving the roadway on Thursday, May 13, and could have finished the driveways the next day if it had not been for the State's need to shut the job down while they marked the center line and the States changes that we did under force account. The State did stop time charges from Friday, May 14 through Sunday May 16. The project could have been completed during the week of May 16 through 22 if no changes had been made at this late date.
11. From Monday, May 17 through Thursday May 20 we worked on force account changes. This was a loss of four days charged.

12. We then had to wait from Friday May 21 to Thursday May 27 for the paving crew to get back on the job. This is a loss of six days that would not have occurred if they could have continued paving on May 13.

13. The project was completed Friday, May 28 except for minor allignment of the guardrail that the guardrail subcontractor could have done prior to the completion of this days work, but apparently did not know about it. No time should have been charged after this date, since that weekend was a holiday, we were, however, charged another full 6½ days until the guardrail was accepted by the Engineer.

By our count we were overcharged with 34 days of work prior to November 30 when the time count was stopped as per Section 108.08. Coupled with the 15 other days when the winter rains and within the time limit. As you can see from reading items 10 through 13 on the above documentation for time extension, it only took us May 3 through 13 and May 27 to 28 to complete the project. This is only 13 days. Being realistic, if the paving subcontractor could have contined paving on June 13 (item 10) we would probably have completed the project on May 20 or 21. This would make 18 or 19 days depending upon the speed of the guardrail crew.

It is also obviously beyond our control that we lost the 63 days this spring prior to May 3. We could have done any other type of work, but the Engineer said it was just too wet to rock and pave. We almost did get started earlier, but it was a good thing we did not. The rain is just too unpredicable that early in the spring and it did rain.

We were charged with another 16½ days this spring that we shouldn't have. Four of those days were concerned with force account work, sixwhile waiting on the paving crew that except for State changes would have been completed on Friday, May 14 and the last 6½ with making minor adjustments to the already installed guardrail.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE July 21, 1976

TO J.X.Wilson, Region Construction Engineer

FROM Wm.H.Maude, Resident Engineer

Vern Neiswanger
by:Vern Neiswanger
Asst.Resident Engineer

SUBJECT Time Extension Request
Poorman Creek Bridge
Contract 8230

Attached please find contractors request for increase in the number of calendar workdays for the subject project. I have received their reasons for this request and added some additional information taken from our records. Going through the items listed in their letter the following information is submitted:

1. This statement is correct except that the subcontractor, Hughes and Dodd, started on clearing June 27, 1975. No time extension is reccommended under this item.
2. The contractor was able to do some clearing from June 27 to July 21. However there were two areas of BLM timber that they had to work around and this slowed the clearing operation considerably. These two areas were on the rock cut on the right station 140+00 to 145+00 and on the left station 130+50 to 137+50. I estimate fifty percent production through these areas and reccommend eleven days extension.
3. This item is covered under item two.
4. The contractor did have to wait for new grades through the rock cut at station 140+00 to 145+00 because of our heavy work load at this time. Five days extension is reccommended for this item.
5. Our records show that the contractor worked on force account to correct a staking error through the rock cut at station 140+00 to 145+00, from September 15 to September 22 and October 1,6 & 7. Eleven days are reccommended for extension.
6. This statement is correct. Eight days extension are reccommended.
7. This statement is correct. Four days extension is reccommended for October 2,3,4 & 5.
8. The contractor did work three days in this area. The temporary widening was necessary to give adequate room for school buses and logging trucks to enter Hwy.238 from Forest Creek Road. Three days extension is reccommended.
9. Time was charged from March 1 through May 2. The weather was very uncooperative during this period. On March 12, the contractor was notified that they could start placing base rock. The base rock supplier, M.C.Lininger and Sons, Inc. did have the plant shut down. Since the weather did not cooperate, it was fortunate for all concerned that there was not any base rock placed at this time.

Stop work order? No - but did not count I work time July 13-20.

E.W.O. 5 # 2809.23 (Only Bridge work was continued.)

E.W.O. 4? # 3107.

8-9-76

cc: C.T. Keasey

9.(cont) It rained on March 18,22,26,27,28 & 31 as well as April 6,12,15 17,22 &23. Throughout this time period we would not let the contractor place base rock because the subgrade was too wet.

10. There was a stop work order issued for May 14 through 16 for traffic safety because we did not want the extra work on Forest Creek Road connection started while the striping crew was working. No paving was scheduled for this period.

Also Ext 7 11. They did work on force account from May 17 through May 20. - What order?

12. Four days extension are reccommended. The paving crew was busy on other work and it would have been inconvenient for them to come back to this job any quicker. Six days extension are reccommended.

13. The primary reason the time was charged for this six and one-half day period was to put pressure on the guard rail installers to finish the final alignment. Six and one-half days are reccommended for extension.

Summary of reccommended days time extension:

Item 1	0	Days Reccommended for Extension
2	11	BLM R/W
3	0	
4	5	New grade staking
5	11	Force Acct. staking error. - Ext 5 -
6	8	Earthwork Balance.
7	4	Stage const.
8	3	Temp widening - Ext 4 -
9	63	Spring '76 -
10	0	
11	4	Force Acct. - Ext 4 -
12	6	Paving it mobilization
13	6½	Late time on guard rail. -

Not counting item 9, there is a total of 58½ days extension recommended. The contractor is requesting 85½ days extension. Due to the untimely rain this spring and the fact that we would not let the contractor place base rock until the subgrade was dry, I believe the request for the full 85½ days is justified.

agenda

117

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County,

b. Poormans Creek Section of the Jacksonville Highway in Jackson County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission a public hearing was held in City of Winston on August 29, 1974, concerning the Slater Creek-Mystic Creek Section, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, a public hearing was not required for the Poormans Creek Section; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcript of the testimony given at the public hearing, the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Slater Creek-Mystic Creek Section in Douglas County and the Poormans Creek Section in Jackson County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the route location and highway design as shown on the Engineer's map of the Slater Creek-Mystic Creek Section of the

Coos Bay-Roseburg Highway, beginning at Highway Engineer's Station 1246+00 near Slater Creek and extending in an easterly direction to Highway Engineer's Station 1485+00 south of Mystic Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-612 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map of the Poormans Creek Section of the Jacksonville Highway, beginning at Highway Engineer's Station 130+00 just south of Poormans Creek and extending in a northerly direction a distance of 0.68 mile to Highway Engineer's Station 166+50, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-614 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 417."

1R-4-614

T. 38 S., R. 3 W.W.M.

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

POORMANS CREEK SECT.

JACKSONVILLE HIGHWAY

JACKSON COUNTY

PUBLIC HEARING	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: ....., 19....

.....
DEPUTY STATE HIGHWAY ENGINEER

SCALE: 1" = 400'	DATE: June, 1976

FOR DETAILS SEE DRG. NO. 9B-11-26

T.

POORMANS CREEK

Existing Highway

Relocated Highway

14

BEGINNING OF SURVEY
STA 130+00

END OF SURVEY
STA 166+5

PUBLIC HEARING....
THROUGHWAY RESOLUT
ACCESS CONTROL....

APPROVED:.....

DEPUTY S

C.E.B.M.

8230

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 16, 1976

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

AGENDA
JUN 2 6 1976

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County C-D

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County no h -

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County C-D

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County C-D Jan. 15, 1975 Hearing

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County no h -

7) Poormans Creek Section,
Jacksonville Highway, Jackson County no h -

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County no h -

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

NOTED
C. W. HEA

Fran

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

8230

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Poorman Creek Bridge	SECTION: Poorman Creek Bridge	WEEK ENDING: June 12, 1976
CONTRACTOR: Ausland Construction Company	HIGHWAY: Jacksonville	SECTION PREFIX: 115-0501
DATE OF CONTRACT: June 10, 1975	KIND OF WORK: Grading, Paving and Structure	COUNTY: Jackson
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	CONTRACT NUMBER: 8230	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $ 520,078.00	DATE WORK STARTED: June 25, 1975	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 478,838.33	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 452,273.52	SPECIFIED CALENDAR DAYS: 140	CALENDAR DAYS USED: 225
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: -4 %	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 162
	ENGINEERING AUTHORIZATION: $ 41,239.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
	ENGINEERING COST TO DATE: $ 44,555.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: June 4, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.
100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.67	0.67			0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.67	0.67			0.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,000	11,100			2,900
TOTAL QUANTITIES CORRECTED TO DATE	33,367	12,630			3122
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33,367	12,630			3122
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3771A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUN 14 1976
CONSTRUCTION SECTION
Crum
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on June 4, 1976 and the semi-final estimate is being prepared. This will be the last weekly report to be submitted.

SIGNED S. Stolle for W. H. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8x30

13

February 6, 1976

Mr. John M. Black, Secretary
Applegate-Ruch Planning Advisory Committee
4513 Forest Creek Road
Jacksonville, Oregon 97530

478-H

Dear Mr. Black:

Glenn Jackson has asked me to answer your letter concerning the Forest Creek Road connection with the Jacksonville Highway. I have also seen a copy of your letter to our Resident Engineer Bill Maude and his reply.

A review of the design and additional field work is being undertaken at this time to determine if better temporary and permanent connections can be made. I understand your concern and we will make every effort to provide an adequate solution.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: E. S. Hunter
H. S. Coulter
Alfred Shirley, Jr.
Bill Maude

JXW:cw srb

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE January 9, 1976

TO A. Shirley, Jr., Region Engineer

FROM Wm. H. Maude, Resident Engineer

SUBJECT Assignment #478
John Black's letter
Poormans Creek Bridge Section

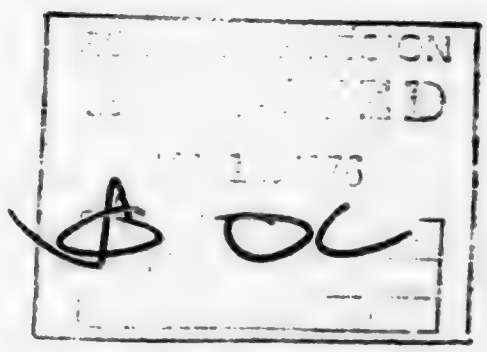
Attached is my reply to J. Black's letter of December 22, 1975.

After receiving this letter I called Lyle Watson and checked to see if the turning radius template had been used on this connection. The answer was no. He called later and said with minor revisions a forty two foot steering radius could be had. He will send a sketch of the modifications soon.

On January 6, 1976, I discussed this with J. K. Wilson and we will wait for the sketches before anything is done. On January 7, 1976, C. T. Keasey was in the area and looked at the problem. He seemed to feel that it would be easy to modify the connection if necessary.

At this time the connection is poor due to the detour being moved into the connection and to the fact that the connection is not fully graded out. If with minor adjustments a forty two foot steering radius can be obtained corrective work will be minor. Mr. Watson said the forty two foot radius is adequate for most school buses.

If a fifty five foot radius is required for log trucks it can be obtained by sliding the connection back on line but at a considerable cost as it will take considerable fill material.



P. O. Box 368
January 2, 1976

John Black
Lyle Forest Co
Jacksonville,

Re: Forest C
Poormans
Contract

Dear Mr. Blac

I underst
connection.
is at least
completed bu
has been mov
plans and th
I feel that
movements.

As to

P. O. Box 368 * Medford, Oregon * 97501 * phone 776-6001

January 2, 1976

John Black
4513 Forest Creek Rd.
Jacksonville, Oregon 97530

Re: Forest Cr. Rd. connection
Poormans Creek Bridge Section
Contract No. 8230

Dear Mr. Black:

I understand your concern about the Forest Cr. Rd. connection. Traffic is now traveling on a detour which is at least eight feet closer to Forest Cr. Rd. than the completed highway will be. Also Forest Cr. Rd. connection has been moved northerly from the location shown on the plans and this will improve the connection. Upon completion I feel that the connection will be adequate for all turning movements.

As to the increased speed of traffic on Hwy. 238 I agree it will increase on the new highway section. The new section will have greatly improved sight distances to the southerly and the connection will be much safer as it will enter at right angles instead of a skew.

I am forwarding your letter to the region office to allow them to review the situation.

Yours truly,

M. H. Maude, P.E.
Resident Engineer

cc: A. Shirley, Jr.

4513 Forest Creek Rd.
Jacksonville, Ore. 97530
Dec. 31, 1975

Mr. Glenn Jackson, Chairman
State Transportation Commission
135 State Highway Bldg.
Salem, Oregon 97310

Dear Sir:

At the Dec. 22, 1975 meeting of the Applegate-Ruch Planning advisory committee, the following motion was made by Jim Christopherson, seconded by Marie Bosworth, that the secretary write a letter to Glenn Jackson, Chairman of the State Transportation Commission, stating that the realignment of the Poorman's Creek section of highway 238, is a poor job, and should be corrected before a school bus has a serious accident; also to include a copy of a letter of protest to William Maude, Resident highway engineer, Medford, Oregon. Approval was unanimous, with 26 members present

Respectfully,
John M. Black
Secretary

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

S H
RID

RECEIVED
STATE HWY ENGR
JAN 2'76
REFER TO
Comm. Rm
FOR
Info. | Inves. | R/D | D/R | Sign. | Att. | File

RECEIVED
JAN 1 1976
OFFICE
DIRECTOR of TRANSPORTATION

4513 Forest Creek Rd.
Jacksonville, Ore. 97530
Dec. 22, 1975

Mr. William Maude
Resident Engineer, Medford Dist.
State Highway Division
Medford, Ore.

Dear Sir:

This letter is in regard to the approach of Forest Creek Road to the realigned section of Highway 238, near the new Poor Man's Creek bridge, presently under construction. We feel that the turn onto the highway is not long enough or wide enough for log trucks and long wheel based school buses to make the turn going south toward the Ruch-Applegate area, without crossing the center line, and causing a serious traffic hazard.

Two different school buses make two trips each day from Ruch up Forest Creek and back. Logging truck traffic is often bound south on Highway 238 to the Murphy Mill, Williams Creek Mill and some Grants Pass mills. With the increased population in the area, many more cars travel this intersection than formerly, going to Ruch and Grants Pass.

The heavy traffic on 238 will tend to travel faster on the new curve, so it is necessary to have the approach designed for a safe and proper stop, with adequate visibility both ways, as wellas ample room to turn with loaded logging trucks and school buses.

Since the Highway Division cooperated with the B.L.M. last spring in closing the old Logtown haul road cut-off, we feel we are justified in requesting that the Forest Creek road intersection with Highway 238 be constructed so that it will be wide and safe for all traffic going both ways.

Signed,

John M. Black

Marie M Bosworth 9123 Hwy 238 Jacksonville, Or.
Homer D. Meeds 2510 Forest Cr. Rd. Jacksonville, Or.
Neal Brink 2622 Forest Cr. RD. Jacksonville Ore
Wayne A. Meeds 2622 Forest Cr. Rd, Grants Pass, Oregon
Loretta Meeds 2510 Forest Creek Rd Grants Pass Oregon

to the realigned section of Highway 238, near the new Poor Man's Creek bridge, presently under construction. We feel that the turn onto the highway is not long enough or wide enough for log trucks and long wheel based school buses to make the turn going south toward the Ruch-Applegate area, without crossing the center line, and causing a serious traffic hazard.

Two different school buses make two trips each day from Ruch up Forest Creek and back. Logging truck traffic is often bound south on Highway 238 to the Murphy Mill, Williams Creek Mill and some Grants Pass mills. With the increased population in the area, many more cars travel this intersection than formerly, going to Ruch and Grants Pass.

The heavy traffic on 238 will tend to travel faster on the new curve, so it is necessary to have the approach designed for a safe and proper stop, with adequate visibility both ways, as wellas ample room to turn with loaded logging trucks and school buses.

Since the Highway Division cooperated with the B.L.M. last spring in closing the old Logtown haul road cut-off, we feel we are justified in requesting that the Forest Creek road intersection with Highway 238 be constructed so that it will be wide and safe for all traffic going both ways.

Signed,

John M. Black

Diane M Bosworth 9723 Hwy 238 Jacksonville, Or.
Homer D. Meeds 2510 Forest Cr. Rd. Jacksonville, Ore.
Neal Brink 2622 Forest Cr. RD. Jacksonville Ore
Wayne A. Meeds 2622 Forest Cr. Rd, Grants Pass, Oregon
Loretta Meeds 2510 Forest Creek Rd Grants Pass Oregon
James W Chatfield 8223 Hwy 238, Jacksonville, Ore
Robert J. Shreve 3000 Yoli Cr. Rd. Jacksonville, Ore.
Russell Elmore 2525 thompson creek Road applegate, Oregon
Sherman A. Meeds 2889 Forest Creek rd. Jacksonville, Ore

#8230

1187-K

September 30, 1975

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Mark:

Re: File No. 48272, Poormans Creek Section
Jacksonville Highway, Jackson County

Ms. Rita Evans' transaction has been one of the unfortunate situations where numerous delays put the acquisition of her property for right-of-way behind that of her neighbors.

First, her option was placed in file while gathering more data and was not recovered until after it had expired. Ms. Evans graciously allowed an extension of time for exercising the option. Everything was being expedited and then the local Assessor lost our request for tax information. Through numerous calls from the Roseburg office, we were able to pay Ms. Evans on September 19. The interest requested by Ms. Evans is not possible under our existing regulations.

We have instituted check procedures which will ensure against isolated happenings such as this occurring in the future.

If I can be of any further assistance, please advise.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
J. B. Boyd

AE:nn 1b FBK:srb

JOHN L. MC CLELLAN, ARK., CHAIRMAN
WARREN G. MAGNUSON, WASH.
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RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.

JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

September 18, 1975

Mr. F. B. Klaboe
Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear ~~Mr. Administrator:~~ Fred:

Enclosed please find a copy of a communication I have received from Ms. Rita Evans. I would appreciate your comments on this matter so that I may furnish this individual with an appropriate response.

I am grateful for your attention to this inquiry.

Best regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mgt
Enclosure

RIGHT OF WAY SECTION
RECEIVED
SEP 23 1975
RE ARE ARA RS CA RS
PMS AS CR OS TA FAO
RUE ES TS ASM F

RECEIVED
STATE ...
SEP 23 '75
REFER TO
Info Inves R/D ... Sgn Act File

Sept. 4, 1975

Senator Mark O. Hatfield
463 Senate Office Bldg.
Washington, D.C. 20510

File No. 48272
Poormans Creek Section
Jacksonville Highway
Jackson County

The Honorable Mark O. Hatfield,

I am taking this opportunity of informing you of a problem that I have with the Oregon State Highway Department. They are working on my property on Highway 238 out of Jacksonville, Oregon. The work is almost finished and they have not yet paid me nor do they have the title to the land.

All others on the right of way were payed about six months ago, and the State started construction on my property June 30, 1975.

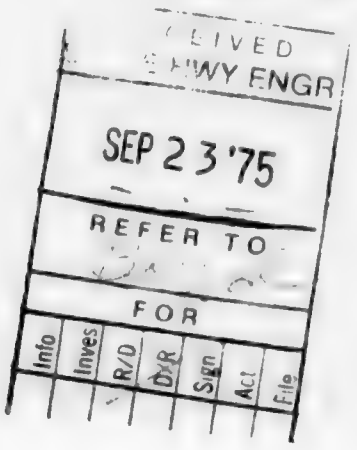
I contacted the Highway Commission about this. The State Superintendent and the State right of way Agent were here the 3rd. of July, 1975, and promised they would rush my request for payment right through if I would go ahead and let them continue work.

This has been two months ago and they still have not paid me nor do they have the title to the ground the highway is being built on. The local Highway people have been very nice and cooperative in their efforts, but that still doesn't get me my money. That money, when paid, in my opinion should contain interest from the time that the other property owners received their checks. Can you advise me as to what I should do now?

Yours truly,

Rita Evans
4581 Highway 238
Jacksonville, Oregon 97530

Rita Evans



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R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 459, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

8930

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

8230

R

May 27, 1975

Board of Commissioners
Jackson County
Courthouse
Medford, OR 97501

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5391

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Poormans Creek Bridge Section of the Jacksonville Highway, State Secondary Highway No. 272, in Jackson County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Attachment

bc Don Harwell (agree. att.)

0230

272

Pacific Northwest Bell

March 19,1975

Mr. Gary Kennen, Regional Utility Engineer
1523 S.E. Cobb Street
Roseburg, Oregon 97470

Refer: Poormans Creek Bridge Section,
Jacksonville,Highway

Dear Mr. Kennen:

This confirms our conversation regarding telephone conduit being included in the specifications for a new bridge structure over Poormans Creek along the Jacksonville Highway.

I wish to request that two (2) 4" plastic conduit, type C, be included in the structure and extended through the bridge approaches for an overall length of approximately 70 feet each. The conduit material will be provided by Pacific Northwest Bell. The conduit should be located on the west down stream side of the structure to facilitate use for future telephone cables buried along the westerly side of the highway.

If this is agreeable, please consider this letter your authorization to bill Pacific Northwest Bell for the installation costs of this conduit..

If you need further details please call me at 779-1156.

Yours very truly,

A. W. Brugger,
Engineering Manager
132 West 4th Street
Medford, Oregon 97501

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 25 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8230

272

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 4, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Poormans Creek Bridge Section
Jacksonville Highway
Jackson County

TO: MEMORANDUM TO THE FILES

The roadway width for the named section is being revised to 12 foot travel lanes, 8 foot shoulders and 6:1 rock slopes to conform to the minimum AASHTO standards permitted by the FHWA on new construction.

Plans to be revised to 4:1

REFERRED TO

Board — Reed
Cole — Sample
Eriksen — Watson
Hagor — W...
Return — Discuss — Do ...
BY FINAL DESIGN

LKW:we
cc: E. S. Hunter
L. W. Rulien
Victor D. Wolfe
W. J. Hart
Gary A. Potter
Alfred Shirley
C. G. Swenson
L. K. Watson

Verdeen
Jo Olson
Terpin
Scott
Swenson
L. Olson
Trout

RECEIVED
MAR 4 - 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8230

272

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE February 27, 1975

TO J. X. Wilson, Region Construction Engineer

FROM Wm. H. Maude, Resident Engineer

SUBJECT Preliminary Plans
Poormans Creek
Jacksonville Highway
Jackson County

Earl Purdy and I re viewed the preliminary plans and found two items which could be adjusted. First, the Class Two Rip-Rap should extend to under the existing structure, as the channel is very steep in that area. Secondly, I would like to see the outlet ditch from the arch culvert under Forest Creek shown on the plans as extending to the channel change. This item will be no problem, if all bidders are shown the project, but could cause a misunderstanding for someone bidding from the plans.

On the structure plans, I assume that the stress rod hole in the exterior slabs which do not match the hole in the interior slabs is for future widening. Other than that, I have no comments on these plans.

ROSEBURG REGION
RECEIVED
FEB 28 1975
0 04
DE
ENV

REFERRED TO

Board Read
Cole Supervisor
Eriksen Warren
Hager Warren
Return Discuss Do [illegible] Copy to
BY FINAL DESIGN ENGINEER

1 T

cc: Versteeg ✓

...LY IS RECEIVED, FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
...ND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

(SIGNATURE)

1

2250

TELEPHONE MEMO

Date 1-16-75

~~Received Call From~~ Plan originally was for a
~~Made Call To~~ box culvert - now it is a small
~~Re:~~ bridge - application not resubmitted
because structure location is actually
out of the original stream.

Signature

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: Br 3771A

SUBJECT: Locrmans Creek Bridge

FROM: Don Trout

DATE: Dec 16, 1974

John Tindall

Attached are 19 prints of the Plan & Elevation drawing 30222 for the subject structure.

These are for your use in obtaining the Land Board Permit

PLEASE REPLY HERE

John M. Tindall
(SIGNATURE)

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY. DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

8230

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

December 18, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 20 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Oregon State Highway Division
Hydraulics Section
% Steve McNab
State Highway Division
Salem, Oregon 97310

Dear Steve:

I understand that you need a letter from this agency regarding proposed work on Poormans Creek in southwestern Oregon. As you may already be aware, some confusion existed as to which of the three Poorman Creeks in this local was involved in your project. We now realize that our comment to the Division of State Lands which requested a 30:70 percent pool:riffle relationship was not needed. The Division of State Lands will be notified of this change.

We do encourage the Highway Division to, through the use of boulders or other techniques, include a design which would allow for riffle and pool development within the proposed new channel.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Bill Haight

JL:lo

8230

272

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 16, 1974

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File No. 48267, White
Poormans Creek Section
Jacksonville Highway
Jackson County

I am returning your memorandum of October 7, 1974 with its attached map in regard to the east property line of the White property.

Mr. Scott has shown the different calls he used in trying to determine the property lines in red on your map.

Inasmuch as all the bearings between the several properties in this area with the exception of the one between White and Couch check, we believe that between the two, Mr. Scott's north-south boundary is closer to the actual boundary than is the fence line.

However, this should not make any difference to the Whites, as all that we are purchasing at this time is their rights of access to the highway.

If the Whites have further information not known to our surveyors, please let us know.

JRO:jk
attachment
cc: Floyd Scott ✓

1 ✓
2 ✓
SECTION

8230

FORM E-20

R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 19, 1974

TO MEMO TO THE FILES

FROM ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

SUBJECT Williams Creek-Provolt Section
Jacksonville Highway
Josephine County

MOVED
E. S. HUNTER

A review of the design standards for the subject project has been made. The project currently is planned for 12-foot lanes and 8-foot shoulders. The traffic count of 680 ADT places the project in the Class "D" category.

Current concerns for funds, critical materials, etc., indicate the section should be reduced to provide 4-foot shoulders. Another section on the same highway, Poormans Creek Section, is being reduced to 12-foot lanes and 4-foot shoulders.

The construction plans will be revised to the lesser width.

FET:fw

cc: E. S. Hunter
Victor D. Wolfe
Walt Hart
L. E. George
L. W. Rulien
Gary Potter
Alfred Shirley, Jr.
Lyle Watson

RECEIVED
SEP 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-23-74

272

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 17, 1974

TO MEMO TO THE FILES

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

FROM Frank E. Terpin
Final Design Engineer

SUBJECT Poormans Creek Section
Jacksonville Highway
Jackson County

Following a discussion with Victor D. Wolfe, Location Engineer, it has been decided to reduce the width of the typical section for the subject project to 32 feet. The current traffic count would require 44 feet. However, since adjoining sections are of low standard, not likely to be improved in the foreseeable future, financing is by State Bond money, and the section is so short, only 0.24 mile, it seems appropriate to make the reduction from current standard.

FET:fw

cc: E. S. Hunter
Victor D. Wolfe
Walt Hart
L. E. George
L. W. Rulien
Gary Potter
Alfred Shirley, Jr.
Lyle Watson

9-23-74

CC: Frank Terpin
Walt Hart

Could we come up with a design that would permit relatively simple widening at some future date? F.X.W.

8230

FORM 81-734-3030

272

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 26, 1974

FROM:

SUBJECT: Poormans Creek Section
Jacksonville Highway
Jackson County

TO: MEMO TO FILES

REFERRED TO

Cole Reed
Eriksen Sample
Hagar Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

11/1/74 Terpin

BY FINAL DESIGN ENGINEER

Poormans Creek Section was originally located in the late 1960's. At that time a 10' x 10' RCBC was recommended based on a design discharge of 1000 cfs. Robert Lammert, Maintenance Engineer, was contacted during the location to obtain his opinion on the size culvert to be used. He concurred that a 10' x 10' RCBC would be adequate.

Recent hydrologic studies using more complete runoff data indicate that this 9.2-square-mile basin could produce a runoff of about 1,550 cfs for a 50-year return frequency. Based on channel cross sections and profiles, it was estimated that during such a design runoff, water could reach a depth of 8.5 feet in the natural channel. In order to maintain this flow depth at the inlet to a box culvert or bridge with vertical abutments, a 22-foot-wide opening would be required. This size is substantially larger than the 10' x 10' RCBC originally recommended; however, substantial evidence was obtained by Earl Purdy and Bill Maude, Resident Engineers, from recent interviews with maintenance personnel and local residents indicating that the 15.7' x 12.5' opening provided by the existing structure has operated nearly full.

The following alternates were studied:

Alternate No. 1:	Double 12' x 10' Box Culvert	$ 100,700
Alternate No. 2:	28-foot slab span bridge with vertical abutments -40° skew to roadway	62,400

It is recommended that Alternate No. 2 be used for the following reasons:

1. Outlet velocities in the RCBC would exceed 20 fps.
2. Bank erosion at outlet of RCBC would result in continuous maintenance problems.

8-28-74

CC: J.H. Oersteeg, V.D. Wolfe } I like the slab span concept. If you agree, let me know what field investigation is necessary for design.

FXL

3. An RCBC would be a barrier to resident trout migrating between upstream and downstream areas.

4. A bridge would provide a natural channel and allow tumbling flow to reduce velocities.

5. A bridge is more economical than an RCBC.

CHANNEL CHANGE

Flow velocities in the existing channel are relatively low, despite the 2.5 percent gradient, because of the rough channel boundary. This channel roughness produces tumbling flow resulting in a large amount of energy dissipation. Any channel change constructed for Poormans Creek should have similar roughness characteristics. Specific recommendations on how to build this channel with the desired roughness cannot be made until more information in the form of drill logs is available to show the depth to bedrock. If the channel is constructed in solid rock, then tumbling flow can be produced by a series of steps; if the channel is built in erodible soil, roughness elements such as large boulders should be placed in the channel.

It is recommended that a 10-foot-wide channel with 2:1 side slopes be constructed. Riprap will be required along the sides for the entire length of the new channel; however, the size of that riprap will depend upon the type of roughness provided along the channel bottom. If a rough channel is built, then Class 700 riprap would be sufficient. Class 2000 riprap would be necessary if a relatively smooth channel is constructed. A 9-inch filter blanket of 4"-0 pit run of river run gravels will be required for both sizes of riprap.

FOREST CREEK ROAD CULVERT - STATION 152+50

A 0.75-square-mile tributary to Poormans Creek drains across Forest Creek Road. It is estimated that a peak discharge of 80 cfs could be generated in this basin from a 50-year frequency runoff. Information from field personnel indicates that the existing 36-inch CMP operates submerged at the inlet during high peak flows; therefore, it is recommended that a 60" x 44" ATCMP be used and that a 3-foot bottom width trapezoidal ditch with 1-1/2:1 side slopes be constructed. Class 50 riprap should be used to line the ditch to a depth of four feet.

GENERAL RECOMMENDATIONS

It is suggested that a vicinity map be made for the Poormans Creek crossing and that drill logs be made for bridge foundation data. It is also suggested that drill logs be taken along the channel change alignment so that data can be collected on the depth to bedrock. This information is necessary to properly design the channel change.

Richard L. Lenz
Hydraulic Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

RLL:jp

cc Victor D. Wolfe
Walt Hart
J.H. Versteeg
Gary Potter
Alfred Shirley, Jr.

8230

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 19, 1974

TO E. S. Hunter
Assistant Highway Engineer

FROM John R. Oakes
Assistant R/W Engineer

NOTED
E. S. HUNTER

SUBJECT Poorman Creek Bridge Section
Jacksonville Highway
Jackson County

Mr. Gifford informs me that this was placed on the September letting because he did not realize that right-of-way was involved. There are 16 files to purchase, one of which involves occupied improvements that may represent a difficult relocation problem.

Because we have only had authority to purchase since the 19th of July, we will not have this project ready for contracting before February, 1975 or later.

JRO:HA

CC R. L. Schroeder
L. W. Rulien, attention Ben Gifford

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8230

272

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
August 12, 1974

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Poorman's Creek section
Jacksonville Highway
Jackson County

TO: Frank E. Terpin
Final Design Engineer

Attached are preliminary plans for the subject project on which suggested corrections and additions have been made by Bill Maude, Elliott Parker and Earl Purdy. Also attached is a letter from Maude pointing out a couple of items overlooked in the location.

Of particular concern to me is the proposal to reduce the opening for Poorman's Creek. I'd like to have Dick Lenz take another look at the total drainage picture to make sure we have the right answers.

If you concur with this recommendation, would you please initiate the review and let me know what more we can do to help.

JXW/dt
Attachments

cc: Victor D. Wolfe
Bill Maude
Earl Purdy
Elliott Parker

2 V/T

Copy to Watson & Co
Field plans retained
by designer

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

DATE August 2, 1974

TO A. Shirley, Regional Engineer

FROM Wm. H. Maude, Resident Engineer

SUBJECT Preliminary Plans
Poorman's Creek Section
Jacksonville Highway
Jackson County

Attention: M. Havig

On August 1, 1974, E. Purdy and I reviewed this project. Following is a comment on some corrections and/or additions:

O.K. 1. 18" culverts No. 5 & 6 on the plans should have G2-MA inlets and the area drained should show random fills to insure drainage out of these pockets.

Good idea 2. Forest Creek Road approach. I feel that rather than the 55' radius on the northerly side, it should have a long taper so traffic on the downslope would not be endangered by traffic slowing to 20 mph to make this turn.

3. There is an existing 36" CMP under Forest Creek Road. This contains all the drainage on the northerly side of the road. The existing channel is quite deep and it is apparent that this culvert must flow fullat times. The proposed roadbed will cover most of this channel. A channel change of 100' to 150' will need to be constructed and with the grade and volume of water to be carried, I feel it should have a rock lining.

4. The embankment toe station 144+50 to about 145+50 will be ajoining the creek channel and rock slope protection would seem advisable.

5. With the extreme volume of water that occaisionly flows and with the channel from the 36" CMP entering the main channel on the outside of a curve, I doubt that Class 100 rip rap is adequate for the right side of the channel change.

6. After conversations with the Section Foreman and local people which emphasize that existing drainage is minimal i.e. the existing Poorman's Creek structure with a 19' x 15' clear opening has flowed full and also the 36" CMP has overflowed on Forest Creek Road, I feel that a new hydraulic study is in order. Since this location survey in 1969, there have been changes including continuing development with new roads, houses, patios, etc. Logging is demuding the area, and there have been fires in this area. All of these changes give more rapid run-off and more debris to add to the problem. Also the survey missed the channel from the 36" CMP which is complicating the channel change design.

cc: E. Purdy
G. Thornton

8230

R

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

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GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

August 5, 1974

cc: E. S. Hunter
L. W. Rutten
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Carl Williams (6)
W. E. Schwartz (2)
E. L. Hardt (2)
A. E. Shirley (2)

NOTED
E. S. HUNTER

cc's sent 8-8-74

Mr. J. H. Versteeg
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The projects listed below along with your comments were received from your office by letter dated July 24, 1974:

1. Jap Hollow Creek Section, County Road 129, Wasco County
2. Camp Bell Creek Section, County Road 411, Wasco County
3. Tygh Creek Bridge Section, FAS 311, Wasco County
4. Poorman's Creek Section, Jacksonville Highway, Jackson County

The plans indicate several channel change proposals for the above projects. We feel that stream alteration should be kept to a minimum or eliminated whenever possible. Studies in such states as Oklahoma, California, Idaho, Montana and Michigan show that altered sections of streams never fully return to the unaltered state, and much of the time never recuperate more than 60 percent.

The above projects though are in areas where the Oregon Wildlife Commission has local fishery scientists, thus we will support their recommendations on fishery safeguards.

5. Bear Creek Section, FAS 32-100, Wallowa County. As indicated on the channel change profile, Bear Creek is extremely steep in this area.

Versteeg
A. Chan
Trout

RECEIVED
AUG 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

ortunity to review these projects is appreciated.

y,

t Carnegie

EGIE
SAGE SPECIALIST

Steelhead are able to pass through this section mainly because of the meandrous, sinewous type of alignment. Reconstruction of the stream into a straight-cut channel change with relatively smooth bottom and sides will no doubt create a velocity barrier to fish. We therefore recommend that the existing stream alignment be maintained including the crossing location. The roadway embankment upstream from the crossing may be stabilized by placing riprap along the wetted area.

6. Rock Creek Section, Sunset Highway, Clatsop County. We approve the channel change and superspan crossing provided stream siltation be kept to a minimum and work in an active flowing stream be done between June 1 and October 1.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

8230

1R-1

Salem

July 19, 1974

John R. Oakes
Assistant R/W Engineer

L. W. Rullen
Project Management Engineer

Programing
Poorman Creek Section
Jacksonville Highway
Jackson County

Funds from State Bond Program are authorized for the purchase of the necessary right-of-way for the subject project; however, no expenditures can be made until Emergency Board authorization is made. The Emergency Board meeting date is estimated to be August 8, 1974.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 115-1302 should be used for this expense.

CRN:dg

cc F. R. Griffin
C. P. Laux

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 12, 1974

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
Poorman Creek Section
Jacksonville Highway
Jackson County

Please program the acquisition of the necessary right-of-way with the FHWA or authorize the use of State funds to purchase the right-of-way for this project. The project is estimated at $45,000 and involves the relocation of one home estimated at $15,000.

A copy of the relocation plan is enclosed.

JRO:ha
att.
cc: M. R. Mitchell
Bob Poggione

RECEIVED
JUL 12 1974
PROJECT MANAGEMENT SECTION

9230

Poormans Creek Section
Jacksonville Highway
Jackson County

RELOCATION PLAN

Construction of the above section as shown on right of way map 9B-11-26 will displace one dwelling described as follows.

At the center of the project a cabin containing one room will be removed. The occupants are a typical, unmarried, college educated, hippy couple with one young child. This couple are in their middle twenties and are not members of a minority group. The lady of the family attends college at Ashland. The gentleman whiles away his time and works intermittently to supplement the families subsidized income.

The dwelling cannot be considered decent, safe, and sanitary by relocation standards as it contains no kitchen, bedroom, or bathroom, and is without running water.

By standards of the American hippy culture the property is ideal. It has a running stream, shade trees, a room for living, and plenty of dirt for the kid.

The property is under fee ownership of the lady of the family who stated that she planned to purchase alternate housing rather than rent.

Moving the cabin to remaining ground is not feasible due to the extensive amount of remodeling necessary and the lack of septic tank approval on the property.

The Ruch Realty located 4 miles west of the subjected listed three two bedroom, and one four bedroom dwelling located on rural sites which would be suitable alternate housing for this family. They are as follows:

1) Go 1 mile from Ruch on upper Applegate Road. Turn left at Tumbleweed Trail, then .5 mile to site which 3 acres with a 2 bedroom mobile home, price is $25,000.

2) Go 3 miles from Ruch on upper Applegate Road, turn left at Little Applegate Road, go 2 miles to Box 2379. This is 3 acres, a 2 bedroom house at $25,000.

3) Go 5 miles from Ruch toward Grants Pass to last house on left before Humbug Creek Road. This is a 2 bedroom mobile home on .5 acre at $18,000.

4) Go 5 miles from Ruch toward Grants Pass. Turn left on Humbug Creek Road, go .8 mile to Box 529A. This is a 4 bedroom on 5 acres at $17,000.

O.K. Frankcy

All of the above dwellings were viewed by the writer and were found to be suitable for relocation of the subject family.

F. M. North
Liaison Agent

FMN:csk

8230

272

Salem, Oregon
June 25, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

Poormans Creek Section
Jacksonville Highway
Jackson County

Attached are 16 Files (18 Parcels) and an authorization for the subject bond project which is tentatively scheduled for May 1975.

File 48259 has been assigned to the B.L.M. property and a Filing Map is being prepared.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:rh

Attachments

I U
Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout K

RECEIVED
JUN 25 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Copy
Do not
Return
Bring Up
Other

2230

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Poorman Creek
Highway: Jacksonville (FAR 15-053)
County: Jackson
Prefix: 115-1478

Res. Engr. NOTED E. S. HUNTER
Approx. Length 0.54± mile
Sta. 137+50± to Sta. 166+00±
Date May 24, 1974

Mean Truck A.D.T. 335
Traffic Coefficient 8.8
18 kip a. a. per day 108.3
(1)

Annual Precipitation 19"+ (Medford)
Frost Penetration - - - -
CBE Total Requirement 29.5"

Typical Soil

27	LL
3	PI
83	%P 10
49	%P 200
17	% Gravel
15	% C Sand
19	% F Sand
34	% Silt
15	% Clay
6	R Value
A-4	AASHO Classif.

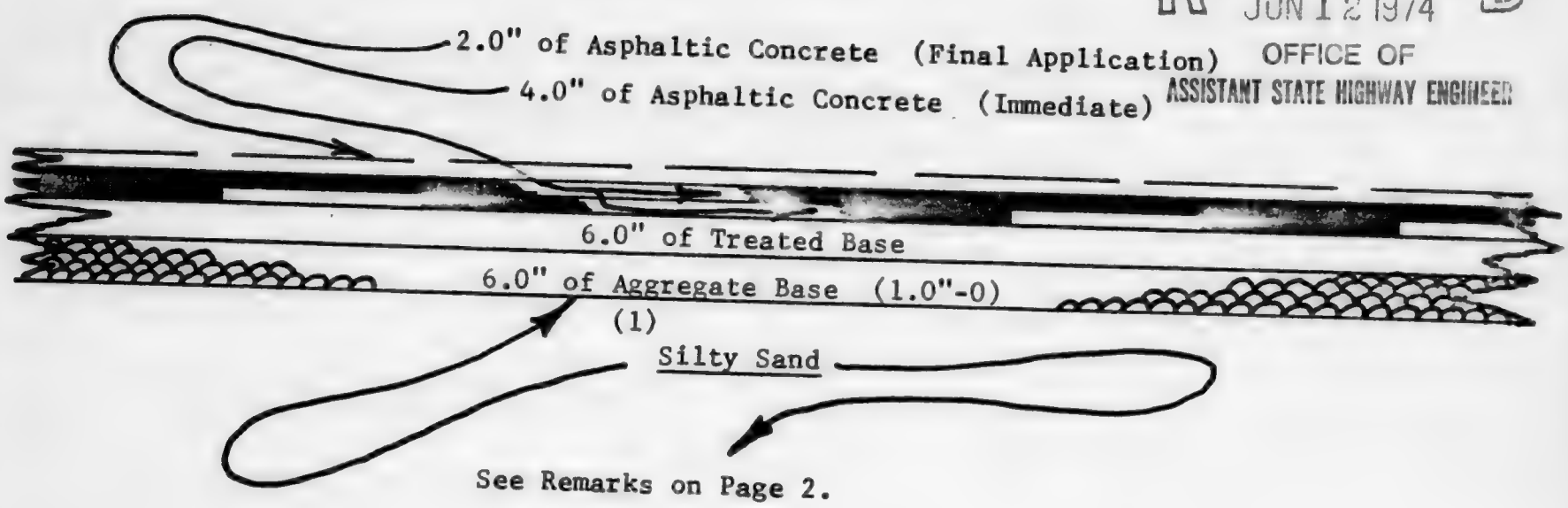
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
11.0	6.0	T.B.
6.0	6.0	A.B.
29.0	18.0	

STRUCTURAL SECTION

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



See Remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by _____ Base Design Engineer
Recommended by _____ Engineer of Materials and Research
Recommended by _____ Location Engineer
Approved by _____ Asst. State Highway Engineer

SECTION: Poorman Creek

HIGHWAY: Jacksonville (FAR 15-053)

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*T.B.*	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	4.0"	---	11.0"	25.0"	18.5"
6.0 - 7.0	3.0"	---	---	16.0"	21.5"	19.0"
4.8 - 6.0	2.0"	---	---	15.0"	18.5"	17.0"
Cars Only	2.0"	---	---	9.0"	13.5"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.6 and a C.B.E. Requirement of 25.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Poorman Creek

HIGHWAY: Jacksonville (FAR 15-053)

COUNTY: Jackson

2100 Present ADT (19 74)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	95	1.9	181	138	450	62,100
3	60	1.9	114	87	1000	87,000
4	5	1.9	10	8	1250	10,000
5	70	1.9	133	102	3180	324,360
6	0	---	---	---	2570	- - - -
				335	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 483,460

TWENTY YEAR EWL 9,669,200

TRAFFIC COEFFICIENT 8.8

SECTION: Poorman Creek

HIGHWAY: Jacksonville (FAR 15-053)

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None Made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

82.30

272

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

May 17, 1974

Salem, Oregon

FROM: May Short *May Short*

SUBJECT: STATUS OF LANDS
Poorman Creek
Jacksonville Highway
Jackson County

TO: J. H. Versteeg
Design Section

Attention Floyd Scott

In response to a request from your office, I called the BLM in regard to the status of lands in

T. 38 S., R. 3 W., W. M., Jackson County, Oregon
Sec. 14: NW¼NE¼

I was informed that the lands in question are O. and C. lands and may be applied for in the same manner as other BLM land.

MS

1 Versteeg ✓
A. Olson
Terpin
2 Scott ✓
Swenson
R. Olson
Trout

RECEIVED
MAY 20 1974
ROAD DESIGN SECTION

Bring up
Other

8230

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DEC 12 1968
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GAME COMMISSION

OFFICE OF THE DIRECTOR

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JAMES W. WHITTAKER, Member

P. W. SCHNEIDER
State Game Director

December 10, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have received the prospectus for location survey entitled:

Poorman Creek Section, Medford—Provolt Highway, Jackson County

This construction project will not cause any deleterious effects to the wildlife resource. Consequently, the project is approved.

We appreciate the early notification of this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc's sent 12-11-67

F.B. Klaboe
G.C. Wills
L.H. Young
F.E. Terpin
T.C. Roake
C.T. Keasey (2)

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

1 Barbee			Trout
2 Hall	RECEIVED		Wills
A. Olson	DEC 11 1968		Hackleman
Semple			Scott
Terpin	DESIGN		R. Olson
Svenson	DIVISION		Carstensen

8230

RECEIVED
NOV 19 1968
FOR FILING

PREFIX: 115-1478

11-15-68

ADDENDUM "A" TO LOCATION PROSPECTUS
POORMAN CREEK SECTION
MEDFORD-PROVOLT HIGHWAY
JACKSON COUNTY

The following addendum is submitted to revise the location prospectus concerning the Poorman Creek Section of the Medford-Provolt Highway.

Paragraph 1: Correct as per original prospectus.

Paragraph 2: Delete the first sentence and replace with the following: "The southwesterly end of the project is at M.P. 14.2 (Station 131+00) which point is 0.37 mile southwesterly of Poorman Creek."

Paragraph 3: Delete and replace with: "0.66 mile."

Paragraphs 4 through 16: Correct as per original prospectus.

Attachment: Remove, destroy and replace with attachment from this Addendum.

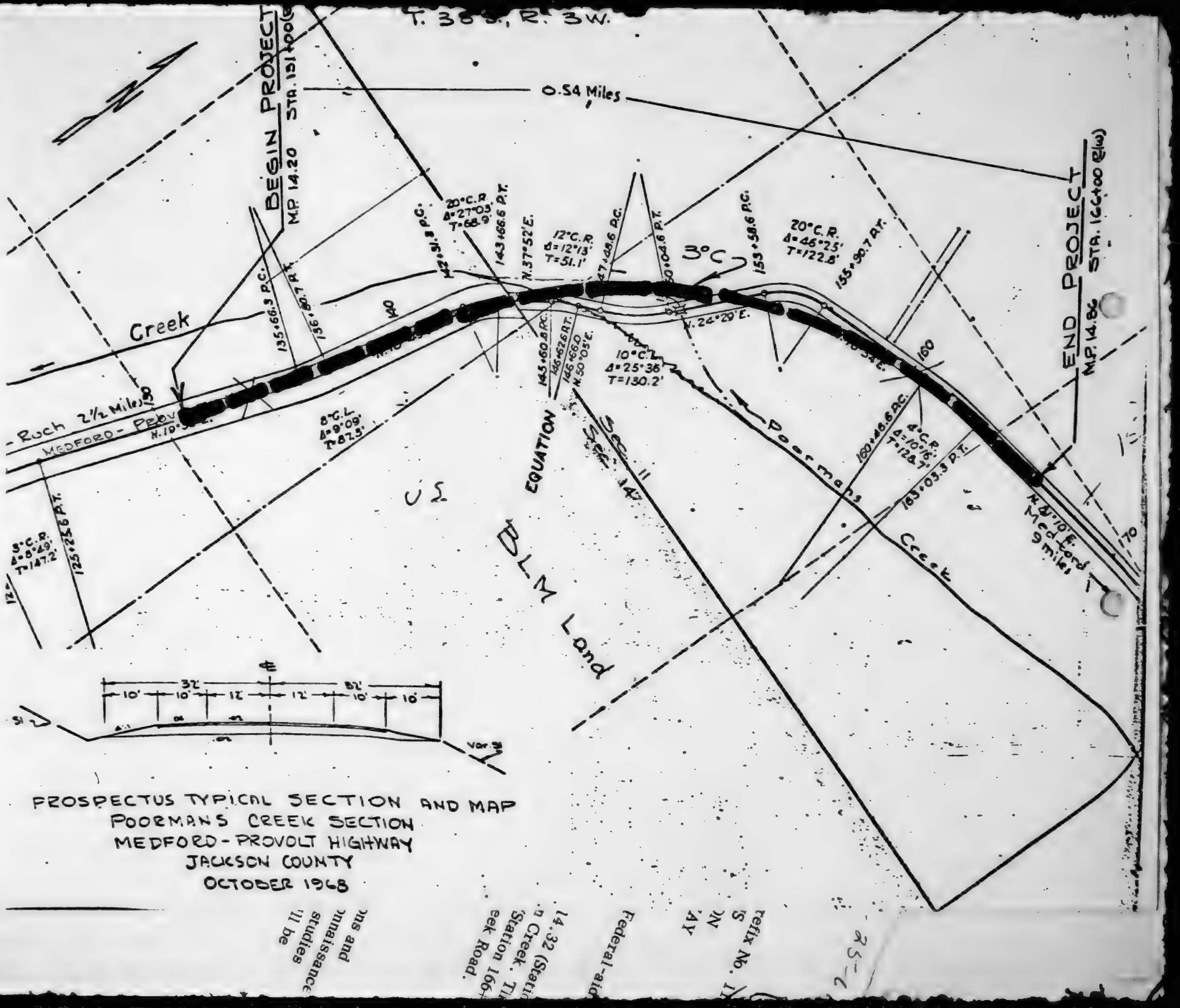
November 15, 1968

cc: Bureau of Public Roads
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
C.T. Keasey (3)
Mark Astrup
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
A.D. Olson
James Owens
Jack Rowland
Robert Royer
W.H. Sample
W.H. Tebeau
O.C. Turner
F.W. Yarbrough (2)

NOTED
F.B. KLABOE

RECEIVED
NOV 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

streams, railroads or airports



PROSPECTUS TYPICAL SECTION AND MAP
POORMANS CREEK SECTION
MEDFORD - PROVOLT HIGHWAY
JACKSON COUNTY
OCTOBER 1968

...major streams, railroads or airports
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...ek Road.
...Federal-aid
...refix No. 1...
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10-25-68

R

FOR FILING

Prefix No. 115-1478

LOCATION PROSPECTUS
POORMAN CREEK SECTION
MEDFORD-PROVOLT HIGHWAY
JACKSON COUNTY

HIGHWAY: Medford-Provolt. State Secondary No. 272, Federal-aid Secondary No. 268.

TERMINI: The southwesterly end of the project is at M.P. 14.32 (Station 137+50) which point is 0.25 mile southwesterly of Poorman Creek. The northeasterly end of the project is at M.P. 14.86 (Station 166+00) which point is 0.21 mile northeasterly of Forest Creek Road.

LENGTH: 0.54 mile

PROGRAM: 1969 State Construction.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for construction on revised alignment. Reconnaissance was made. Soils investigations will be conducted. Drainage studies will be conducted and investigations of past high water data will be made to see if the design of this project will be affected. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT is 1,700; projected ADT is 3,200.

STANDARDS: Class "A(2)". Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes and 10-foot shoulders.

ACCESS: Limited.

BRIDGES: Timber structure over Poorman Creek at M.P. 14.6 to be replaced by a culvert.

BASE DESIGN:

	2 "	A.C. Final
	3-1/2"	A.C. Immediate
	4 "	P.M.B.B.
	10 "	Crushed Rock
Total	17-1/2"	Immediate

ADDITIONAL FACILITIES: There are no major streams, railroads or airports affected by this project.

TION

MATERIAL:

A suitable source of material will be located during the survey and referenced to the line.

AGREEMENTS:

County agreements will be required.

UTILITIES:

Routine adjustments will be required.

PARKS:

None affected, however part of this project lies within B.L.M. lands.

MATERIAL: A suitable source of material will be located during the survey and referenced to the line.

AGREEMENTS: County agreements will be required.

UTILITIES: Routine adjustments will be required.

PARKS: None affected, however part of this project lies within B.L.M. lands.

October 25, 1968
Attachment
cc: R. E. Simpson (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
C. T. Keasey (3)
Mark Astrup
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
F. B. Crandall
W. N. Hackleman
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
OCT 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

T. 38 S., R. 3W.

BEGIN PROJECT
M.P. 14.52 STA. 1374+50 (Eb)

END PROJECT
M.P. 14.86 STA. 1664+00 (Eb)

0.54 Miles

Creek

MEDFORD - PROVOLT HIGHWAY

← Ruch 2½ Miles

N. 10° 58' E.

N. 10° 49' E.

N. 37° 52' E.

N. 24° 20' E.

N. 10° 34' E.

N. 50° 05' E.

135+66.3 P.C.

136+80.7 P.T.

140

142+51.8 P.C.

20° C.R.
Δ=27°03'
T=68.9'

143+66.6 P.T.

12° C.R.
Δ=12°13'
T=51.1'

147+48.6 P.C.

150+04.6 P.T.

153+58.6 P.C.

20° C.R.
Δ=46°25'
T=122.8'

155+90.7 P.T.

145+60.8 P.C.

146+62.6 P.T.

146+66.0

10° C.L.
Δ=25°36'
T=130.2'

150

160+46.6 P.C.

4° C.L.
Δ=10°18'
T=128.7'

163+03.3 P.T.

8° 10' Ford
Med 9 mi.

8° C.L.
Δ=9°09'
T=87.5'

122+

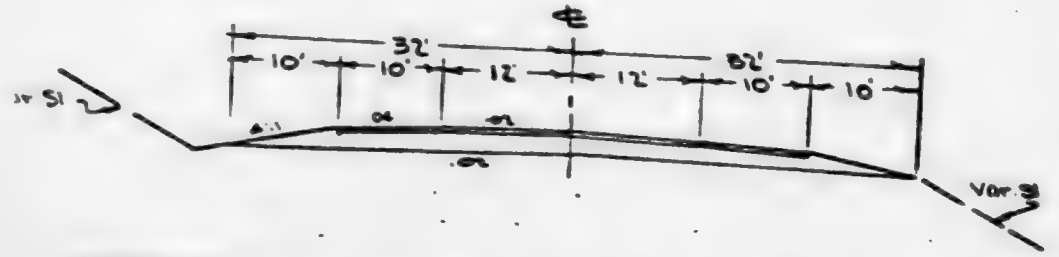
8° C.R.
Δ=8°49'
T=147.2'

125+23.6 P.T.

EQUATION

BLM Land

Poormans Creek



PROSPECTUS TYPICAL SECTION AND MAP
POORMANS CREEK SECTION
MEDFORD - PROVOLT HIGHWAY
JACKSON COUNTY
OCTOBER 1968

8231 McVay Hwy at Pac Hwy O'Xing 1975
2 mi south of Springfield
(Traffic signal installation)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/28/76	R. Schimelfenyg, Asst Area Engr		HHS-600(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2/12/76	4/8/76	126 %	180 CWD
APPROVED EXTENSIONS a. 30 CWD b. 17 CWD	**LOCATION** See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOTED
E. S. HUNTER
JUN 0 1 1976

McVAY HIGHWAY-PACIFIC HIGHWAY OVERCROSSING
PACIFIC HIGHWAY
Traffic Signals

Washington

The project was recommended for acceptance in the final inspection conducted by T. P. Lowe, Area Engrl on March 9, 1976. The hinges for the advance traffic signal warning sign discussed in the final inspection report were installed under SFO #3. This work was completed on April 16, 1976. Final costs are not yet available and are not included in the final progress estimate and cost report or Statement of Overruns and Underruns attached to the Division office copy of this report. Both time extensions were granted due to late delivery of signal poles by the supplier.

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by G. K. Hossner Dist. Engineer T. P. Lowe		SIGNATURE Original Signed by T. P. Lowe G. K. Hossner	
TITLE Area Engineer	DATE 5/28/76	TITLE District Engineer	DATE 6/1/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (1 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL X
Oregon	Lane	NHS-600(1)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		7031		July 16, 1975
20	FINAL CONSTRUCTION COST	DOL.	46,263		DATE COMPLETED: February 12, 1976
21	LENGTH OF PROJECT	MILES	---		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 555	GROSS EARNINGS: 7,087	
CARD B 22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL	28,347	
CARD B 9	PETROLEUM PRODUCTS	GAL.	76	
CARD B 1	CEMENT	BBL.		
CARD C 2	AGGREGATES PURCHASED	TON		
CARD C 92		CU. YD.		
CARD C 3	BITUMINOUS MATERIAL	GAL.		
CARD C 4	LUMBER	THSD. FT.		
CARD D 5	TIMBER PILING	LIN. FT.		
CARD D 7	REINFORCING STEEL	LB.		
CARD D 8	STRUCTURAL STEEL	LB.		
CARD D 10	EXPLOSIVES	LB.		
CARD E 11	READY MIXED CONCRETE	CU. YD.	16	
CARD E 12	PREMIXED BITUMINOUS PAVING MATERIAL	TON		
CARD E 15	AGGREGATES PRODUCED	TON		
CARD E 95		CU. YD.		
CARD F 16	MISCELLANEOUS STEEL	LB.		
CARD F 17	FENCING	LIN. FT.		
CARD F 18	GUARDRAIL	LIN. FT.		
CARD F 19	BRIDGE RAIL	LIN. FT.		
CARD G 23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL	4,123	
CARD G 24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

(48 52 | 53 61 | 62 ...)

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether to make cost or [illegible] within an urban area, or in a rural area.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the cost of materials and gross earnings should bear a reasonable relationship to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported as [illegible] concrete, an error of omission or reporting would be indicated.

Generally, the total cost of material [illegible] should be substantially less than the total construction cost [illegible] includes costs of equipment rentals, overhead and profit which is not required to be reported. If the [illegible] a few percent more than the total construction cost, the indication is that the contractor [illegible] that there is an error in reporting. In such case the [illegible] the figures reported are correct a statement should be made on the sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use a factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 14.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the cost of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead cost should not be included. The amount included [illegible] reported should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced [illegible], be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, mounting, supports, etc. Do not include traffic signals.

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

GPO 881-120

8231

B

Great American Ins. Co.
2030 Ninth Avenue
Seattle, Washington 98121

May 12, 1976

Gentlemen:

On April 9, 1976, we wrote to you concerning release of final payment on Contract No. 8231 for a traffic signal installation on the McVay Highway at the Pacific Highway Overcrossing in Lane County.

Final payment on this contract is $850.95 and the total contract amount is $45,345.07. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 W. 5th Ave.
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8231

13

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Walt Hart
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A. Shirley

8231

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F -600(1)

STATE PROJECT NO.
McVay Highway at Pacific Highway O'Xing

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-18

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-14-75	3-9-76	Secondary Highway 674	McVay Highway Route 255

GENERAL LOCATION:

State Road 1.4 miles south of SR 126

GENERAL DESCRIPTION OF WORK:

Furnish and install two special sign hinges on the mast arm mounted "PREPARE TO STOP WHEN LIGHTS FLASH" sign. Sign #OW15-14-36.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 16, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 3 in the estimated amount of $200 - Federal Funds $180.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	for G. K. Hammond	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

8231

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 15, 1976

Oregon State Treasurer
103 Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe

Re: Hamilton Electric Inc.
Contracts: 8122, 8231 & 8312

Contract 8122 has been completed. The contractor, Hamilton Electric Inc., requests that Alabama Power Bond #B4795, $3,000, deposited in lieu of retainage on contract 8122, be transferred to contract 8312.

Contract 8231 is also complete. Hamilton Electric requests transfer of Alabama Power Bonds #4645, $1,000, and #6286, $1,000 to contract 8312 from contract 8231.

V. E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Hamilton Electric Inc.

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

RECEIVED
DEPARTMENT OF TRANSPORTATION

8231

April 1, 1976

Hamilton Electric, Inc.
232 West 5th Avenue
Post Office Box 708
Eugene, OR 97401

Gentlemen:

We have reviewed your request for a second extension of time on Contract No. 8231 for work on McVay Highway @ Pacific Highway O'Xing in Lane County.

Careful consideration was given to the further information which was submitted. In light of the available facts, an extension of 17 days is granted due to further pole delay and will delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

fr/ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project HHS-600(1)
McVay Highway-Pacific Highway Overhead Crossing
Contract No. 8231
Time extension Request

DATE: March 29, 1976

In reply refer to: 1041B.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Please reference Mr. Coulter's March 5 memorandum requesting our concurrence in a 17-day time extension for the subject project.

Following an initial 30-day time extension which we concurred with on December 31, 1975, an additional delay was caused by the late delivery of the signal poles by the supplier. For this reason we concur in a 17-day time extension for this project.

G. K. Hansen
for G. L. Green

RECEIVED
MAR 31 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO
Coulter
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

8221

DATE March 5, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 8231
McVay Hwy. @ Pacific Highway Overhead Crossing
FAP No. HHS-600(1)

The contractor has submitted another request for time extension which would delete all liquidated damages. The project was completed February 12 with 17 days of liquidated damages accrued at $50 a day.

The first extension for 30 days, approved January 8, 1976, was for delay in delivery of signal poles. In this new request, the contractor submits two more letters to document further pole delay. The Union Metal letter alleges a shortage of raw steel tube stock in the fall of 1975.

Your concurrence is requested in an additional 17-day extension to delete all liquidated damages.

Att.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

M 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 3, 1976

FILE: CON 5 #8231

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: McVay Hwy. @ Pacific Highway
Overhead Crossing
Contract No. 8231
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Hamilton Electric has submitted another request for time extension, this time for 18 days which would delete all liquidated damages. The project was completed February 12 with 17 days liquidated damages accrued at $50 per day.

The first extension for 30 days was approved January 8, 1976 and was for delay in delivery of signal poles. In this new request, the contractor submits two more letters to document the pole delay. The Union Metal letter alleges a shortage of raw steel tube stock in the fall of 1975. These delays in securing poles are frustrating from the standpoint of administering our contract time. All too often, the fabricator's own shortcomings come out disguised as a material shortage. In this case and considering the earlier extension, I believe we should accept the Union Metal statements at face value and recommend the additional 17 days extension to delete all liquidated damages.

This is a high hazard federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
MAR 4 1976
Office of
Assistant State Highway Engineer

E-230 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Feb. 6, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 228 days, within which to complete our Contract No. 8231, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our supplier was unable to ship the poles in accordance with his previously promised schedule.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date February 9, 1976

We, GREAT AMERICAN INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Douglas E. Walwyn, Attorney-in-fact

(SEAL)

[signature]
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8231 Contractor Hamilton Electric, Inc.

Highway McVay

Section McVay Hwy. & Pacific Hwy. O'Xing

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 17 day time extension of contract time due to further pole delay. This will delete all liquidated damages.

Recommended for Approval:

J. X. Wilson
Regional Engineer

for
Construction Engineer or Bridge Engineer

State Highway Engineer

SP*47585-734

Contract No.	8231
Project designation	Federal HHS-600(1) (State-Federal)
Date awarded	June 10, 1975
Work started	July 9, 1975
Per cent completed	100% - Feb. 12, 1976 (Date)
No. of Workdays Allowed	210
No. of Workdays Used	227
No. of Added Workdays Requested	18

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized by this power of attorney is not more than ONE

NEW YORK, NEW YORK

No. 0 - 7879

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of New York, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
DOUGLAS E. WALWYN	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 10 day of August 19 71

Attest:

W. C. Beck
Secretary

GREAT AMERICAN INSURANCE COMPANY

John W. Hirschmann
Vice President

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES-ss:

On this 10th day of August 1971, before me personally appeared JOHN W. HIRSCHMANN, to me known, being duly sworn, deposes and says that he resided in Pasadena, California, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

OFFICIAL SEAL
VOLKER A. DITTMEYER
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Jan. 21, 1975

Volker A. Dittmeyer

This Power of Attorney is granted under and by authority of Article IV of the By-Laws of the Company, extracts of which read as follows:

ARTICLE IV.

Officers: Powers and Duties.

Section 4....The President...shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5....the several Vice Presidents...shall act, in the order of their appointment, in the place of the President, exercising all his powers and performing his duties, during his absence or disability

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at a meeting duly called and held on the 5th day of May, 1965.

RESOLVED, that the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, or contract of suretyship, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed

CERTIFICATION

I, W. C. BECK, Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article IV of the By-Laws, and the Resolution of the Board of Directors of May 5, 1965, have not been revoked and are now in full force and effect.

Signed and sealed this 9th day of February, 1976.

W. C. Beck
Secretary

F. 9089K – 3-70

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

February 6, 1976

Oregon State Highway Department
2193 East 15th.
Eugene, Oregon 97403

Attention: Ellis Jones, Resident Engineer

Re: O.S.H.D. Contract #8231
McVay Highway-Pacific Highway O'crossing
Traffic Signals

We hereby request an additional 18 day extension in the completion time of this project. Our supplier was unable to ship the poles in accordance with his previously promised schedule. We are enclosing a copy of the letter from Union Metal and from General Electric Supply Company indicating the reasons for the delay.

If you require additional information in regard to this request, please contact us at your convenience.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

8231

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 35

SECTION: MCVAY HWY. AT PACIFIC HWY. O'XING		WEEK ENDING: MARCH 6, 1976
		SECTION PREFIX: 120-1068
HIGHWAY: MCVAY		COUNTY: LANE
NAME OF JOB: MCVAY HWY. @ PACIFIC HWY. O'XING	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8231	FEDERAL AID PROJECT NUMBER: HHS-600(1)
DATE OF CONTRACT: JUNE 10, 1975	DATE WORK STARTED: JULY 16, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 227.0
PROJECT AUTHORIZATION: $ ~~54959.85~~	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 108.1%
EXCLUSIVE OF ENGINEERING: $ 47421.87	ENGINEERING AUTHORIZATION $ 4537.98	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46096.61	ENGINEERING COST TO DATE $ 5351.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.2%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.8%	THIS WEEK 225.03	DATE PROJECT WAS COMPLETED: FEBRUARY 12, 1976
	PERCENT OF AUTHORIZATION 117.9%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXXX	SIGNAL		SIGNING					
PERCENT	100.%		100.%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project work completed February 12, 1976.
MONDAY	PARTLY CLOUDY			
TUESDAY	SHOWERS			
WEDNESDAY	PARTLY CLOUDY			
THURSDAY	MOSTLY CLOUDY			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

Kressey Bond Jackmond Harwood Johnsen Walker Bishop Richards Glenn Berg

RECEIVED
MAR 8 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	McVay Hwy. @ Pacific Hwy. O'Xing - for week of February 29 thru March 6, 1976.
MONDAY	State Forces completed striping (SFO#2)
TUESDAY	No activity remainder of week.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project work completed February 12, 1976.

Semi-final submitted to region March 4, 1976.

LAST REPORT

SIGNED Ellis H. Jones LOCATION ~~Eugene~~

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

P.O. Box 2947

300 NORTH WEST 14TH AVENUE
PORTLAND, OREGON 97208

January 30, 1976

Hamilton Electric
P.O. Box 708
Eugene, Oregon 97401

Attn: Betty Hanson

Re: Your P.O. 4172 75-15

Gentlemen:

To clarify why your order, although ordered on June 1, 1975, was not released for manufacture until October 1975. The following explanation is offered:

> Your order is rubber stamped with
> approval drawings required.
> Certifications required

Being new to the Oregon area I placed the order on "Hold for Release" pending approval as had been my practice. It was not until October when Ken Hamilton of your office called did I realize the error. The poles were then immediately released for shipment which was still plenty of time to get the poles on the job had Union Metal not encountered material difficulties.

I hope this explanation can be of some help. Thank you for the opportunity to be of service.

Very truly yours,

[illegible]
Sales Department

[illegible]

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

BOX 8530, CANTON, OHIO 44711 • TELEPHONE (216) 454-0111

January 27, 1976

PLEASE REPLY TO:
ROOM 108 VILLAGE SQUARE OFFICES
12700 S.W. PACIFIC HIGHWAY
TIGARD, OREGON 97223
TELEPHONE: (503) 639-8112
TELEX: 30-0409

Hamilton Electric
232 East 5th Avenue
Eugene, Oregon 97401

Attention: Kenneth Hamilton

Subject: U.S.F.S. Contract 6231
General Electric Supply Order 730-0C2400-0
Our Order F-3573
McVay Highway
Lane County, Oregon

Dear Ken:

As you are aware, shipment of the poles on the subject order has been delayed beyond the estimated schedule that was quoted you just prior to bidding this project.

This resulted from a delay in the delivery of raw tube stock, from our source in the east. These tubes are required to fabricate the shafts and arms for the pole. At the time this material was quoted you on June ", 1975, just prior to the bid, material [illegible] not a problem. However, when the order was released for manufacture in early October 1975, the raw material market had changed considerably. However, our Fremont, California plant advises today that all material is now in and production is being pre-empted to immediately fabricate this order. Shipment will be made from Fremont, California, on February 2, 1976.

Thank you for your consideration.

Very truly yours,

[illegible]

[illegible]

cc: [illegible], Portland - J. Cox
[illegible], Fremont - P. H. [illegible]

8231

January 8, 1976

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8231 for work on McVay Highway at Pacific Highway O'xing in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 30 days is granted because of delay in delivery of poles.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FHWA 421 (REV. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project HHS-600(1)
McVay Hwy-Pacific Hwy O'xing Section
Contract No. 8231, Request for
Time Extension

DATE: December 31, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Administrator

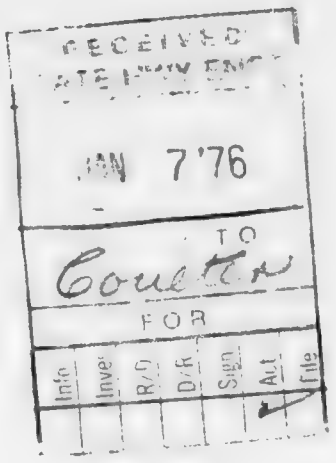
TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter

Your memorandum of December 30 requested a time extension for the subject project due to a delay in delivery of signal poles.

The contractor ordered the poles on a timely basis and has completed all work possible before installation of the signal poles. Because the delay was created by the pole supplier, we concur in a 30-day time extension for this project.

G. K. Hansen
G. L. Green

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer



DATE December 30, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
McVay Hwy. at Pacific Hwy. O'Xing Section
Contract No. 8231

Hamilton Electric, Inc. has requested a 30-day extension because of delay in delivery of signal poles. Attached is a copy of the contractor's purchase order showing early placement of the order for the eight poles required. Also attached is an October 15 letter from the pole supplier, Union Metal Manufacturing Co., stating that "due to manufacturing and material problems" shipment of the poles was scheduled for the week of December 19. The 180 calendar days contract time allowed on this project expired on December 27.

The contractor has performed all other work that he can until the poles are available. The traffic control equipment has been tested and approved and all related materials are on hand to complete the project. Union Metal is one of the suppliers on the approved pole list named in the contract specifications. We believe these circumstances qualify as a bona fide material shortage beyond the control of the contractor.

Your concurrence is requested in a 30-day extension.

Att.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

December 29, 1975

FROM: J. A. Bond
Construction Administration Engineer

SUBJECT: McVay Hwy. @ Pacific Hwy. O'Xing
Contract 8231
Request for Time Extension

TO: H. S. Coulter
Asst. State Highway Engineer

Hamilton Electric Inc. requests a 30 day extension because of delay in delivery of signal poles. The contractor submits a copy of his purchase order showing early placement of the order for the eight poles required. Also included is an October 15 letter from the pole supplier, Union Metal Manufacturing Co., stating that "due to manufacturing and material problems", shipment of the poles was scheduled for the week of December 19. The 180 calendar days contract time allowed on this project will expire about December 27.

The contractor has performed all other work that he can do until the poles are available. The traffic control equipment has been tested and approved and all related materials are on hand to complete the project. This is another late pole delivery situation which I must reluctantly agree appears to be beyond the control of our contractor. Union Metal is one of the suppliers named in the contract specifications pole list.

I recommend the 30 day extension requested. Liquidated damages will accrue at the rate of $50 per day. This is a high hazard federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

Attach.

cc: Robert Church

RECEIVED
DEC 29 1975
Office of
Assistant State Highway Engineer

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 17, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 8231, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in delivery of poles because of manufacturing and material problems - see attached letter.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By Ole E Hamilton

CONSENT OF SURETY

Date December 17, 1975

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ed J. Doll
Attorney-in-fact

(SEAL)

Ed J. Doll
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or
Bridge Engineer

C. V. Kiesey
Acting Asst State Highway Engineer

SP*67065-734

Contract No.	8231
Project designation	HHS-600(1) Federal (State-Federal)
Date awarded	June 10, 1975
Work started	July 9, 1975
Per cent completed	37.4% 12/27/75 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	173
No. of Added Workdays Requested	30

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized by this power of attorney is not more than

ONE

NEW YORK, NEW YORK

POWER OF ATTORNEY

No. 0 - 7876

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of New York, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
ED J. DOLL	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 10day of August 1971.

Attest:

W. C. Beck
Secretary

GREAT AMERICAN INSURANCE COMPANY

John W. Hirschmann
Vice President

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES-ss:

On this 10th day of August 1971, before me personally appeared JOHN W. HIRSCHMANN, to me known, being duly sworn, deposes and says that he resided in Pasadena, California, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

OFFICIAL SEAL
VOLKER A. DITTMEYER
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Jan. 21, 1975

Volker A. Dittmeyer

This Power of Attorney is granted under and by authority of Article IV of the By-Laws of the Company, extracts of which read as follows:

ARTICLE IV.
Officers: Powers and Duties.

Section 4....The President...shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5....the several Vice Presidents...shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at a meeting duly called and held on the 5th day of May, 1965.

RESOLVED, that the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, or contract of suretyship, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. C. BECK, Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article IV of the By-Laws, and the Resolution of the Board of Directors of May 5, 1965, have not been revoked and are now in full force and effect.

Signed and sealed this 17th day of December, 19 75.

W. C. Beck
Secretary

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 17, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 8231, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in delivery of poles because of manufacturing and material problems - see attached letter.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date December 17, 1975

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ed J. Doll
Attorney-in-fact

(SEAL)

Ed J. Doll
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8231 Contractor Hamilton Electric, Inc.

Highway McVay Highway

Section McVay Hwy. & Pacific Hwy. O'xing

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 30-day extension of contract time due to delay in delivery of poles by Union Metal Company.

Recommended for Approval:

J. X. Wilson
Regional Engineer

For Construction Engineer or ~~Bridge Engineer~~

Acting Asst State Highway Engineer

Contract No.	8231
Project designation	HHS-600(1) Federal (State-Federal)
Date awarded	June 10, 1975
Work started	July 9, 1975
Per cent completed	37.4 12/27/75 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	173
No. of Added Workdays Requested	30

SP*07065-734

GREAT AMERICAN INSURANCE COMPANY

NEW YORK, NEW YORK

No. O - 7876

The number of persons authorized by this power of attorney is not more than

ONE

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of New York, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
ED J. DOLL	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 10day of August 1971.

GREAT AMERICAN INSURANCE COMPANY

Attest:

W. C. Beck
Secretary

J. W. Hirschmann
Vice President

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES-ss:

On this 10th day of August 1971, before me personally appeared JOHN W. HIRSCHMANN, to me known, being duly sworn, deposes and says that he resided in Pasadena, California, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

OFFICIAL SEAL
VOLKER A. DITTMEYER
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Jan. 21, 1975

Volker A. Dittmeyer

This Power of Attorney is granted under and by authority of Article IV of the By-Laws of the Company, extracts of which read as follows:

ARTICLE IV.

Officers: Powers and Duties.

Section 4....The President...shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5....the several Vice Presidents...shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at a meeting duly called and held on the 5th day of May, 1965.

RESOLVED, that the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, or contract of suretyship, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. C. BECK, Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article IV of the By-Laws, and the Resolution of the Board of Directors of May 5, 1965, have not been revoked and are now in full force and effect.

Signed and sealed this 17th day of December, 19 75.

W. C. Beck
Secretary

F. 9089K – 3-70

ELECTRICAL CONTRACTING

December 17, 1975

Mr. Ellis Jones, Resident Engineer
Oregon State Highway Department
2193 East 15th.
Eugene, Oregon 97403

Re: O.S.H.D. Contract #8231
McVay Highway-Pacific Highway
Traffic Signals

The beginning date on this project was July 1, 1975 and the completion date is scheduled to be December 27, 1975.

We wish to request an extension of time on the contract due to the fact that we have not received the poles for installation at this time. A copy of our Purchase Order #4174 dated June 24, 1975 is enclosed which shows that the poles were ordered on a timely basis. We also enclose a letter from Union Metal which indicates the reason for the problem with delivery we are now experiencing. If you have any questions on this please call us.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

BOX 8530, CANTON, OHIO 44711 • TELEPHONE (216) 454-6111

October 15, 1975

PLEASE REPLY TO:
ROOM 108 VILLAGE SQUARE OFFICES
12750 S.W. PACIFIC HIGHWAY
TIGARD, OREGON 97223
TELEPHONE: (503) 639-8112
TELEX: 36-0469

Hamilton Electric
232 West 5th Avenue
Eugene, Oregon 97401

Subject: O.S.H.D. Contract 8231
Our F-5573
GESCO, Portland, 730-002400-D
McVay Highway
Lane County, Oregon

Gentlemen:

Due to manufacturing and material problems, shipment for this order is scheduled for the week of December 19, 1975. We will continue to follow progress on this project and advise you of any change.

Very truly yours,

Robert J. Blair

R. J. Blair
Sales Representative
Northwest District

RJB:gh
cc: GESCO, Eugene - D. Cox

HAMILTON ELECTRIC INC.
232 West Fifth Av
P. O. Box 708
EUGENE, OREGON 97401

PURCHASE ORDER

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages.

NO. 4174

TO G. E. Supply Co.

DATE OF ORDER: 6-24-75
REQ. NO.: 75-15
SHIP TO:

WHEN SHIP: ASAP
SHIP VIA: Best Way
F.O.B. POINT: Our Shop
TERMS:

	QTY. ORDERED	QTY. RECEIVED	STOCK NUMBER/DESCRIPTION	UNIT PRICE	TOTAL
1	2		Poles w/ Mast Arms		4480 00
2	3		Traffic Poles		
3	2		Pedestrian Poles		
4					
5			Freight - Est.		503 50
6					
7			OR CONT... OSHD 0231		
8			The Way Hwy - Pacific Hwy		
9			MUST ...		
10			APPR... ...S.		
11			GUAR... ...ELD.		
12			178190 B Anchor Bolts Set		388.00 49.40
13					
14			MATERIALS ... PERFORMANCE ... ORDER ...		
15			IS REQUIRED TO ... THEREBY. ... AUTHORIZED		
16					
17					
18					
19					
20					

1. Please send _____ copies of your invoice.
2. Order is to be entered in accordance with prices, delivery and specifications shown above.
3. Notify us immediately if you are unable to ship as specified.

Authorized by

Form 92-D — New England Business Service, Inc., Townsend, Mass

DUPLICATE

8231

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 25, 1975

Oregon State Treasurer
103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Hamilton Electric Inc.
Contracts 8063 & 8231

Please cancel your safekeeping receipt 1440, issued to cover Alabama Power Bond B4795, $3,000 deposited in lieu of retainage on our contract 8063 with Hamilton Electric Inc. This contract has been finaled and the contractor requests transfer of the credit to contract 8231.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Hamilton Electric, Inc.
bc: C. Barratt R. Church
J. Bond C. Head
File Copy

Form 81-734-3122

8231

R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-23-75 **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Lane PROJECT NO.: HHS-600(1)
6-154		

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., 1.4 mi. S. of SR 126

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	5-14-75	0.0

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ ~~49,367~~ 51,545	$ ~~44,430~~ 46,340 as per conversation w/ C. Tuss 6-18-75

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green (Division Engineer)

Date executed by Division Engineer JL 6-18-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal-aid Project
No. HHS-600(1)

McVAY HWY. AT PACIFIC HWY. O'XING
McVAY HIGHWAY
LANE COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signal (Pacific Hwy. at McVay Interchange)

Temporary Protection and Direction of Traffic	All Required		$ 426.00
Temporary Signs	86 sq.ft.	4.73	406.78
Flagmen	40 hour	15.35	614.00
Removal of Existing Sign Installations	All Required		414.00
Sign Support Footings	All Required		1,257.00
Breakaway Sign Posts	All Required		1,735.00
Move and Reinstall Existing Signs	All Required		717.00
Traffic Signal Installation, Complete	All Required		39,060.00
			$44,629.78

Anticipated Items		
Permanent Pavement Striping	All Required	250.00
Subtotal		$44,879.78
Engineering		3,987.22
Signal Controller Testing		500.00
Total		$49,367.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

8231 5-14-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-600(1)

STATE PROJECT NO. McVay Highway at Pacific

COUNTY NAME Highway O'xing Lane

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-18

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
MAY 16 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 14, 1975	May 14, 1975	Secondary Highway 674
		STATE ROUTE NUMBER: McVay Highway Route 225

GENERAL LOCATION:

McVay Highway at Frontage Road (Eugene)

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) Permanent Pavement Striping $250

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with item listed above as shown in your Estimate.

Mr. Rulien's May 12, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith. 5-16-75 ORIGINAL TO L W Rulien Wyatt.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burglardt	for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2631

R

Robert W. Straub
XXXXXXXXXX

April 7, 1975

Mr. Dudley Hemphill
Traffic Engineer
Lane County Courthouse
Eugene, Oregon 97401

Dear Mr. Hemphill:

Enclosed are three copies of an agreement covering the traffic signal installation at the intersection of McVay Highway and Interstate 5 northbound on-ramp. This project is to be financed with Title II funds and the enclosed agreements cover only the County's responsibility in supplying power and cross-walk maintenance for the installation.

Would you please obtain the appropriate signatures along with a copy of the authorizing ordinance or resolution covering this agreement and return them to this office.

They will then be presented to the Oregon Transportation Commission and after their action, a fully executed copy will be returned to you.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosures

bc F. B. Klaboe
A. E. Johnson
L. E. George
D. N. Harwell
Alfred Shirley

BET:rj: ab

A G R E E M E N T

THIS AGREEMENT, made and entered into on this _____ day of _____, 1975, by and between the STATE OF OREGON, by and through its Oregon Transportation Commission, hereinafter called "State" and the COUNTY OF LANE, a political subdivision of the State of Oregon, by and through its County officials, hereinafter called "County";

W I T N E S S E T H

RECITALS:

1. The McVay Highway, State Secondary Highway No. 225 is a State Highway under the jurisdiction and control of the Oregon Transportation Commission.

2. Under ORS 366.770 and 366.775, State and County may enter into agreements for the construction, reconstruction, improvement, repair or maintenance of any State highway, road or street, and provide for all allocation of the cost of the project to the contracting parties.

3. Under ORS 483.040, State is authorized to determine the type of, erect and maintain traffic control signals. Under ORS 366.450, State is authorized to erect and maintain directional road signs and other signs on State highways.

4. State and County in their judgement have deemed it necessary, in order to obtain a safer and more expeditious flow of traffic to install traffic signals at the intersection of McVay Highway and I-5 Northbound on ramp. Hereinafter, all acts necessary to accomplish this installation shall be referred to as the "project".

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows.

THINGS TO BE DONE BY STATE:

1. State approves the RECITALS herein, THINGS TO BE DONE BY COUNTY, and all other provisions of this agreement.

2. State shall prepare all plans, let and award all contracts and supervise the work of the project.

3. State shall do the work of the project either by its own forces or by contract and pay all costs thereof.

4. State shall maintain the traffic signal after the installation is completed.

5. State shall establish and paint pedestrian crosswalks, initially, for this project. County shall thereafter maintain these crosswalks.

THINGS TO BE DONE BY COUNTY:

1. County approves the RECITALS herein, THINGS TO BE DONE BY STATE and all other provisions of this agreement.

2. County agrees to be responsible for all costs of power consumption.

3. County agrees to be responsible for proper maintenance of the painted crosswalks.

GENERAL PROVISIONS:

1. If requested by County, a mutual review of the signal design plans shall be conducted to the satisfaction of both parties prior to calling for bids on the project.

2. County shall make no changes in the timing program established for the traffic signals without the prior written approval of State.

This Agreement was approved by the Oregon Transportation Commission on _____, at which time the Administrator and State Highway Engineer was authorized and directed to sign said Agreement for and on behalf of the Commission. Said authority is set forth in Volume ____, Page _____, Minute Book of the Oregon Transportation Commission.

Approved

_____
Assistant State Highway Engineer

APPROVED AS TO FORM

/s/ Walt Barrie
Assistant Attorney General and Counsel

_____
Assistant Attorney General

State of Oregon by and through its Department of Transportation Highway Division

_____
Administrator and State Highway Engineer

Lane County, by and through its County Officials:

_____
(Title)

_____
(Title)

_____
(Title)

TRANSACTION NUMBER 1-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-21-75

BY (Signature): L.W.RULIEN'S JANUARY 10, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 18 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
18	HHS-600(1)	0.0	36,200	32,580

1-24-75
ORIGINAL TO
L.W. Rulien

NOTED
E. S. HUNTER

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
McVAY HIGHWAY AT FRONTAGE ROAD (EUGENE) LANE COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING, TRAFFIC SIGNAL.

RECEIVED
STATE
JAN 24 '75
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN FHPM 6-8-2-1 APPLY TO THIS PROJECT AND ALSO THAT NEGATIVE DECLARATION FOR SPOT SAFETY PROJECTS CONCURRED IN BY FHWA MAY 8, 1974 APPLIES.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-21-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

3231

R

PRO 6-2

January 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-600(1)

We are submitting program data for one project, Item No. 18, Project No. HHS-600(1), "McVay Hwy. @ Frontage Road Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FAHPM 6-8-2-1.

Also, we request your concurrence that the Statewide Negative Declaration for spot safety projects on noninterstate Federal-aid Highway Systems concurred in by FHWA Division Office May 8, 1974, applies to this project as programmed.

Enclosed are narrative, accident data, traffic signal warrent comparison, etc., prepared by our Traffic Section for the project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

Enc.

DRH:js

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
May 1974

REPORT OF SIGNAL WARRANT INVESTIGATION
McVay Highway - Lane County
ORE126 - Hwy. No. 225 M.P. 1.43

Recommendation:

It has been proposed that a signal be installed on McVay Highway at the connection from the frontage road to Hwy. 1.

Historical Background:

This location is relatively isolated and the speed is in excess of 40 MPH, hence 70% of the standard warrants are appropriate.

Investigation:

Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Crossing Highway
8050	711	0

1/ 24-Hour Volume

Total Accidents from 1/1/70 to 11/30/73	Persons Injured	Persons Killed	Preventable Accidents 1/
36	23	0	7

1/ Accidents within the latest 12 months which might have been prevented by traffic signals.

This intersection is a four-way intersection with the minor street being one way. Parking is not allowed on any approach to the intersection.

Approach	Width	ADT	Peak Hr. Approach Vol.	85% Speed
North	12 ft.	4,000	341 VPH	55 MPH
South	12 ft.	3,300	318 VPH	55 MPH
East	12 ft.	710	81 VPH	Stopped

During the period from January 1, 1970 to December 30, 1973, there were 36 reported accidents. There were no fatalities but 23 persons were injured. For the latest 12 months available, there were seven accidents of the type preventable by a traffic signal. Overall there were 28 preventable accidents.

70% of the standard warrants as required for the Accident Experience Warrant met for five hours of the eight hours required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition. Based on the high accident experience the previously stated proposal was made.

The estimated cost of this project is $35,000.
The preliminary engineering estimate is $1,200.
The estimated date of contract is May 1975.

GE:pb
5-21-74

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
McVay Hwy. @ Frontage Rd.
Hwy. 225 M.P. 1.42

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	505	486	470	519	531	515	660	494
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	81	34	33	36	44	54	81	50
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	-	-	-	-	-	-	-	-

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	350	
Minor Street	105	
2. Interruption of Continuous Traffic:		0
Major Street	525	
Minor Street	52	
3. Minimum Pedestrian Volume:		1
Vehicular Volume (Major Street)	600	
Pedestrian Volume	150	
4. Accident Experience:		0
Preventable Accidents (last 12 months)		
Minimum Warrant	7	
	5	
5. Systems Warrant (if applicable):		
Entering Volume (Weekday peak hour)	741	
Minimum Warrant	800	

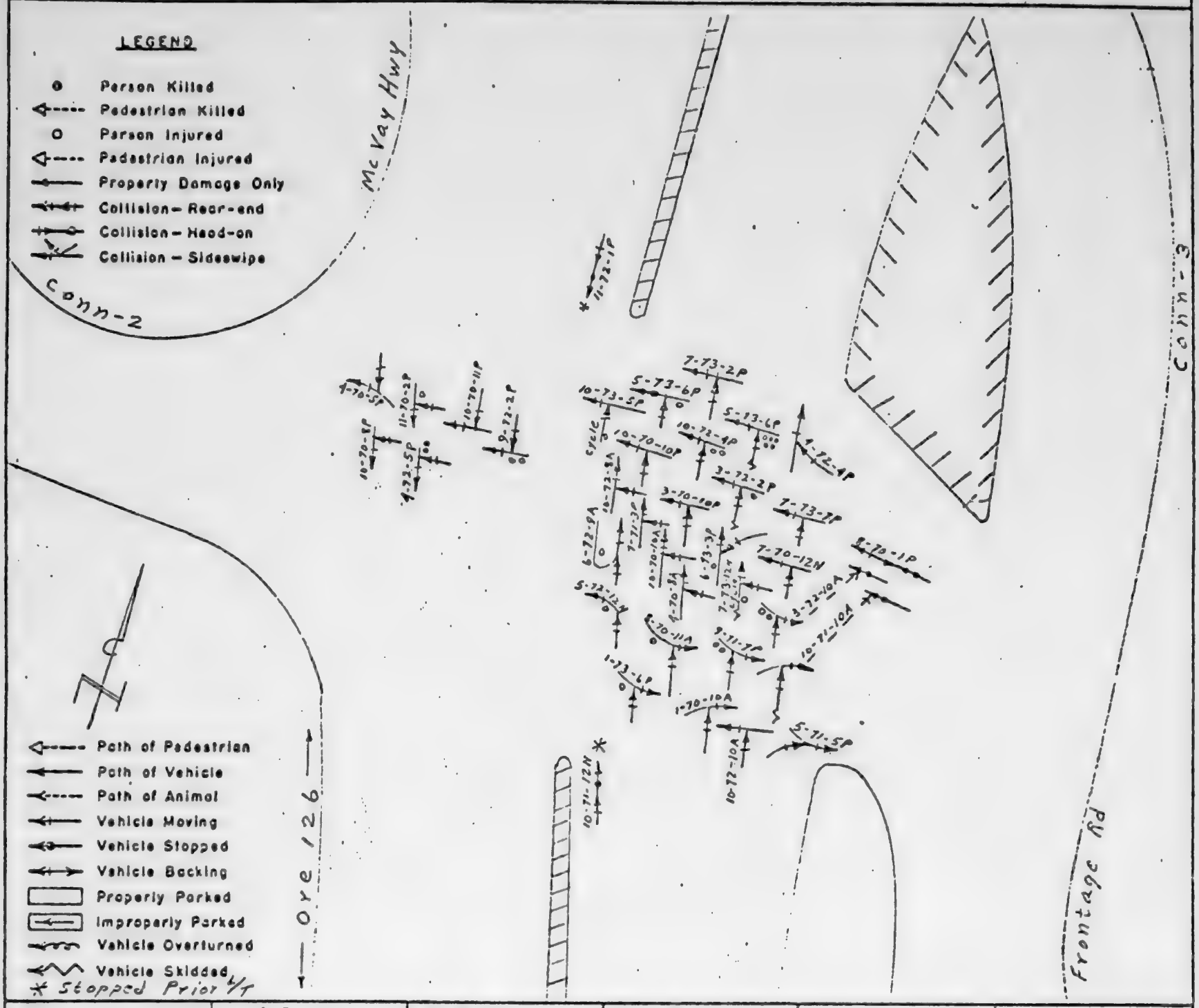
Date of Traffic Count March, 1974

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
_X_ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of South Springfield County Lane
Intersection of McVay Hwy and Frontage Rd.
Highway Number 22 & 5 MP 1.72
Period Covered 1-1-70 11-31-73
Compiled by J.S. Drawn by _____ Date 2-5-74



Collision Type	1970				1971				1972				11 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	7	8			1	1		4	2	6		4	1	5		9	11	20
Head-on																				
Rear-end							1	1		1	1	2						1	2	3
Sideswipe																				
Turning Movement		1	2	3		1	2	3		2	1	3		2	1	3		6	6	12
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1															1	1
Misc.																				
TOTAL		2	10	12		1	4	5		7	4	11		6	2	8		16	20	36

Form E-261-6-70

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 3/ [illegible] 1970
Day of week [illegible] W. & Thurs.
Hours counted [illegible]
Weather [illegible]

Classification

City or County Lane County
Intersection Mc Vay Hwy No. 225
Frontage Rd. & Northbound Ramps
Mile Post 1.42
All Vehicles

	TIME	SUMMARY BY MOVEMENTS																				TOTAL	ENTERING V	
		1-2	1-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4		1	2
P. M.	6:00- 7:00	[illegible]	[illegible]	1						44	1	50			31							186	52	
	7:00- 8:00	[illegible]	118	2						163	9	160		6	75							586	164	
	8:00- 9:00	[illegible]	103	3						197	15	118		2	32							520	156	
	9:00-10:00	[illegible]	67							154	10	45			44							379	126	
	10:00-11:00	[illegible]	39							122	14	39			35							351	141	
	11:00-12:00	[illegible]	[illegible]	1						149	19	[illegible]		2	35							472	223	
	12:00- 1:00	[illegible]	122							148	12	50			33							503	251	
	1:00- 2:00	[illegible]	109	1						157	16	62		1	35							555	284	
	2:00- 3:00	[illegible]	103	1						170	12	66		1	43							575	285	
	3:00- 4:00	[illegible]	130							163	14	86		1	53							569	252	
	4:00- 5:00	[illegible]	[illegible]							234	17	91		1	30							741	318	
	5:00- 6:00	[illegible]	[illegible]							199	18	70		1	49							547	207	
	6:00- 7:00	[illegible]	[illegible]							120	7	47		1	41							438	122	
	7:00- 8:00	[illegible]	[illegible]							163	2	38			20							355	132	
	8:00- 9:00	[illegible]	[illegible]							59	2	16			15							186	94	
	9:00-10:00	[illegible]	98							82	2	35			10							355	223	
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total .		1364	1958	10						2610	187	1147		17	694							8087	3332	
12-Hour total .		1239	1780	9						2421	130	1043		16	631							7315	3028	
—Hour total .																								
Control . . .																								
Factor . . .																								

Mc Vay Hwy. No. 225 St. is North and South

Connection to Frontage Rd. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Lane County

Intersection McVay Hwy No. 225 at connection Franklin Blvd. & Northbound Ramp to I-5

Mile Post 1.42

Classification All Vehicles

Week 1 Wed. & Thurs.

Counted [illegible]

[illegible]

SUMMARY BY MOVEMENTS

-3	1-4	1-5	2-1	2-3	2-4	2-5	3-1	3-2	3-4	3-5	4-1	4-2	4-3	4-5	5-1	5-2	5-3	5-4	TOTAL
[illegible]	1						44	1	50			31							186
8	2						163	9	160		6	75							586
3	3						197	15	118		2	32							520
7							154	10	45			44							379
6	1						122	14	30			35							351
2							147	19	41		2	35							472
9	1						148	12	50			33							503
[illegible]	1						157	16	62		1	35							555
0							170	12	66		1	43							575
0							163	14	86		1	53							569
0							234	17	91		1	30							741
[illegible]							197	10	70		1	49							544
3							220	7	47		1	41							438
2							163	2	38			20							355
8							59	2	16			15							126
							35	2	35			10							355
38	10						2610	182	1147		17	694							5077
80	9						2421	130	1043		16	631							7315

ENTERING VOLUMES BY LEGS				
1	2	3	4	5
52		103	31	
164		341	81	
156		330	72	
126		201	44	
141		175	35	
223		212	37	
251		219	33	
284		235	36	
285		248	42	
252		263	54	
318		342	81	
207		287	50	
122		274	42	
132		205	18	
94		77	11	
223		122	7	
3332		4044	711	
3028		3220	647	

McVay Hwy. No. 225 St. is North and South

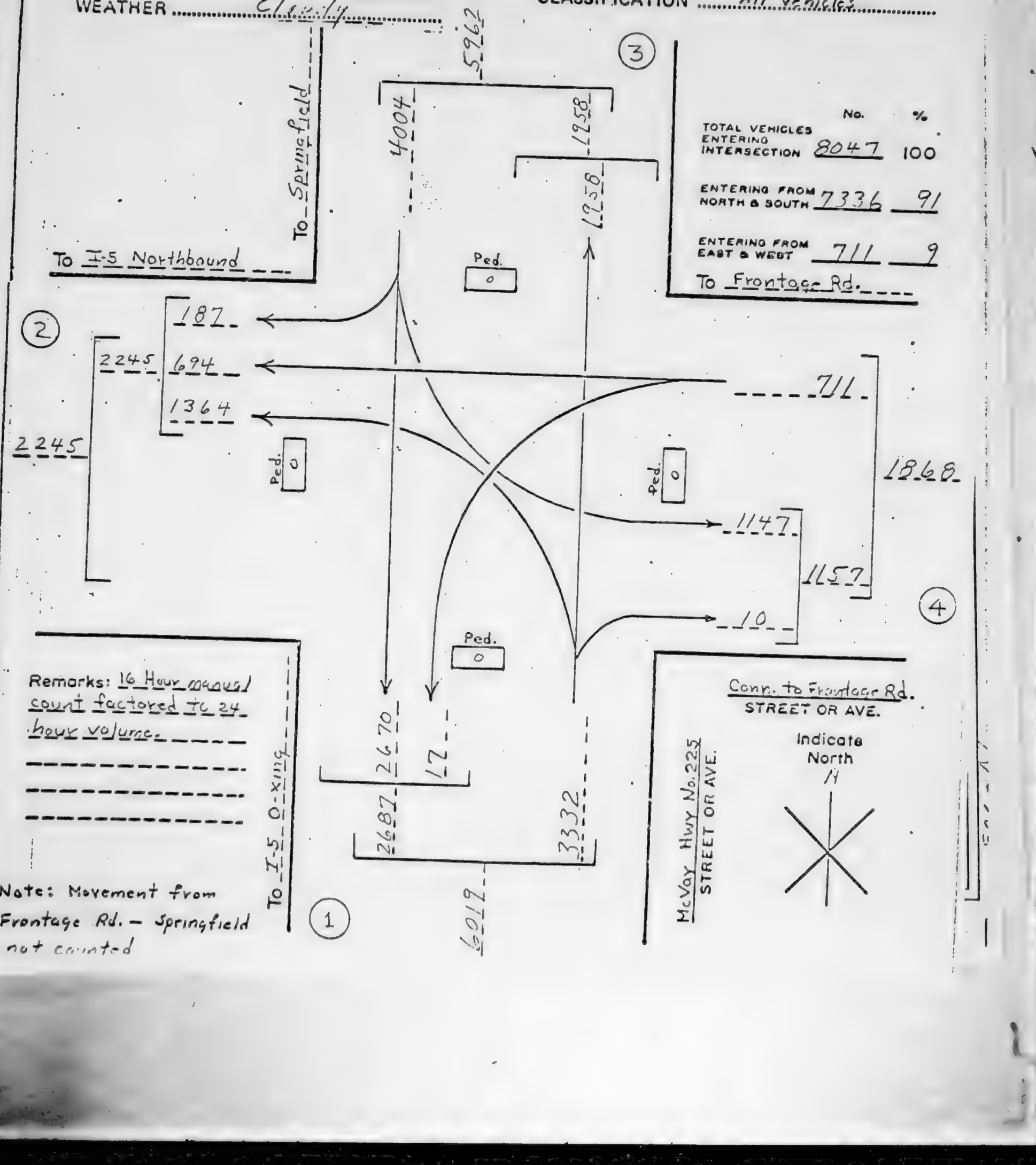
Franklin & Franklin Blvd. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE: 3/3/7/1974
DAY OF WEEK: Wed - Thur
ACTUAL COUNT (VEH.): 16 HRS.
HOURS COUNTED: 6 AM to 10 PM
PEDESTRIAN COUNT: — HRS.
HOURS COUNTED: —
WEATHER: Cloudy

CITY OR COUNTY: Lane County
INTERSECTION OF: McVay Hwy. No. 225 at Connection to Frontage Rd., and Northbound Ramp to I-5
MILE POST: 1.42
CLASSIFICATION: All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8047	100
ENTERING FROM NORTH & SOUTH	7336	91
ENTERING FROM EAST & WEST	711	9

To Frontage Rd.

Remarks: 16 Hour manual count factored to 24 hour volume.

Note: Movement from Frontage Rd. — Springfield not counted

T. 18 S., R. 3 W., W.M.

JUDKINS POINT - GOSHEN SECTION
PACIFIC HIGHWAY
HOME PROJECT

SHEET NO.
6-A

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3-3.3(9)1		

Mc VAY INTERCHANGE
(For Profiles See Sheet 6-B)

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-81)

1-10-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME		
	1	St. Rd., 1.4 mi. S. of SR 126			12,400*	17,750*	95	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(68)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	
	P.E., Traffic Signal								HHS-	600	
CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations						COUNTY NAME Lane			CODE 039 (14)	
	NAME OF URBAN AREA 17-31 Eugene						ROUTE NO. S	FEDERAL-AID 674 (32)	STATE 225 (36)	U.S. - - (37)	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					**PE** TOPICS		St. Rd., 1.4 mi. S. of SR 126	0.0	1,200	1,080	120	
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"McVay Hwy. @ Frontage Road"	0.0	35,000	31,500	3,500	
							PROJECT TOTALS	0.0	36,200	32,580	3,620	

CARD 1	CODE 1	PREPARED BY	(16)	(23)(24)	(38)	REMARKS
1	14	PROGRAM APPROVAL DATES				

*Total Traffic Entering Intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61) 1-10-75

LOCATION (65 typewriter spaces): , 1.4 mi. S. of SR 126

ADT: PRESENT 12,400* | FUTURE 17,750* YEAR 95

REGION 10 | STATE NAME Oregon | STATE CODE 41 | APPN CODE 142 | ITEM NO. 18

I. Projects Only: POST MI., DESIG.

PROJECT NUMBER: PREFIX LETTER(S) HHS- | NUMBER 600 | SEQ. NO. (1)

EMERG. YR. | PL. AUTH YR.

65 typewriter: 1

NATL. FOREST | FH ROUTE NO. | SUPV. AREA | DA CLASSIF. | DA AREA

CODE 039

PROGRAM STAGE: [ ] 1 OR [X] 2

COUNTY NAME: Lane

ROUTE NO. S | FEDERAL-AID 674 | STATE 225 | U.S. - -

(Section 209) High Hazard Locations

Eugene

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ESTIMATED PROJECT COST BY PHASES								
ICS		St. Rd., 1.4 mi. S. of SR 126	0.0	1,200	1,080	120		P.E. all phases; install traffic signal.
OW								
ONST (CODE)		"McVay Hwy. @ Frontage Road"	0.0	35,000	31,500	3,500		ROW - 100' min. Access Control - none Parking Restrictions- none.
TOPICS Y031								
PROJECT TOTALS			0.0	36,200	32,580	3,620		

REMARKS

*Total Traffic Entering Intersection

BY

APPROVAL DATES

-over-

USCOMM DUSCOMM-DC 48808-P61

McVAY HWY. @ FRONTAGE ROAD

PROJECT NO. HHS-600(1)

Existing Facility: Two-lane channelized section providing left turn refuge lanes.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Install traffic control signal.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid highway systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving Procedures" set forth in FAHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 4.

8231

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE APRIL 4, 1974

TO Alfred Shirley, Jr.
Region III Engineer

FROM L. E. George
Traffic Engineer

SUBJECT McVay Highway @ McVay Frontage Road
Hwy. No. 225 M.P. 1.14

Mr. Schroeder is rather reluctant to prohibit left turns at the subject location as recommended in Mr. Clark's letter of March 15.

Would you please give us your thoughts as to the possibility of signalization of the intersection.

RDT:pb

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
APR 8 1974
Office of
Assistant State Highway Engineer

•8232 Oregon Coast Hwy W Devils 1975
• Lake Rd Sec NE of Lincoln City
• (Grading and paving)

8238

12-1-78

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657
PACIFIC SAND & GRAVEL Co., doing business as Central Rock Products; Central Paving Co.; and	)	B76-658
PAGE PAVING CO., doing business as Central Paving Co.; Central Rock Products	)	B76-659
Bankrupts*	)	

RECEIVED
STATE HWY ENGR
DEC - 4 '78
REFER TO
FOR

ORDER FOR FINAL MEETING OF CREDITORS AND
NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER)
AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON
ABANDONMENT OF PROPERTY BY THE TRUSTEE)

To the creditors:

The final report(s) and account(s) of the trustee (if appropriate: and of the receiver) in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on December 13, 1978, at 2:10 o'clock p.m., for the purpose (as appropriate) of examining and passing on the report(s) and account(s), acting on applications for allowances, & transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

APPLICANTS	COMMISSIONS OR FEES	EXPENSES
Robert Butts Receiver	$ 9,690.75	$ 510.95
Jack Dempsey Trustee	$ 4,965.76**	$ 157.67
Boyd J. Long Attorney for Receiver	$ 1,000.00	$ 121.09
William P. Brandsness Attorney for Trustee	$25,000.00**	$2,500.13
Robert D. Puckett Attorney for Trustee	$ 625.00	$None
Burgoyne & Thompson Accountants	$25,309.00**	$None

**In addition to previous allowances

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $962,075.99*** and total disbursements of $513,240.78***. The balance on hand is $448,835.21. ***The receipts and disbursements reflect $7,000.00 that was not property of the estates.

Copy
8 2:10
8 2:19

as Klamath Rock Products; Klamath)
Paving; Pacific Sand & Gravel Co.;)
Central Paving Co.; Central Rock Products;)
Page Paving Co.;)
PACIFIC SAND & GRAVEL Co., doing business) B76-658
as Central Rock Products; Central Paving)
Co.; and)
PAGE PAVING CO., doing business as) B76-659
Central Paving Co.; Central Rock Products)
)
Bankrupts*)

REFER TO
Neal
FOR
Info | Issues | Rpt | Ord | Sch | Adj | File

ORDER FOR FINAL MEETING OF CREDITORS AND
NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER)
AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON
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**In addition to previous allowances

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $962,075.99*** and total disbursements of $513,240.78***. The balance on hand is $448,835.21. ***The receipts and disbursements reflect $7,000.00 that was not property of the estates.

In addition to expenses of administration as may be allowed by the Court, liens and priority claims totalling: $None, must be paid in advance of any dividend to general creditors.

Based upon the balance on hand, the trustee represents that B76-657 Pacific Crushing Company has $435,203.08 available for unsecured creditors, subject to reduction for costs of administration; that B76-658 Pacific Sand & Gravel Company has $13,063.91 available for unsecured creditors, subject to reduction for costs of administration; and that B76-659 Page Paving Co. has $568.22 available for unsecured creditors, subject to reduction for costs of administration.

CONTINUED ON PAGE 2

NOTED
C. W. HEAD

Claims of general creditors of B76-657, Pacific Crushing Company, totaling $587,790.93****; of B76-658, Pacific Sand & Gravel Company, totaling $1,490.45; and of B76-659, Page Paving Co., totaling $37,928.50 have been allowed.

Unless good cause to the contrary is shown at the meeting, the assets and liabilities of the consolidated estates of these corporations will be marshalled for the basis of computing dividends to creditors.

The trustee's application to abandon the following property will be heard and acted upon at the meeting: certain accounts receivable as uncollectible. The trustee's petition to sell to Bertran J. Thickett four 4-drawer cabinets and one 2-drawer cabinet for $175.00 will be heard and acted upon at the meeting. ****In addition, a claim was filed in the amount of $60,000.00 and the trustee has applied for leave to compromise the claim asserted against the estate for payment of $30,000.00 to Paul Lansdowne, trustee of the estates of B76-1424 Arthur B. Woods and B76-1425 F. Edris Woods which will be heard and acted upon at the meeting.

THE BANKRUPTS HAVE BEEN DISCHARGED
(SEE OTHER SIDE OF THIS PAGE)

DATED: December 1, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

*Include all names used by the bankrupt within last 6 years.

BK-82-S (3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re:

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [or that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [*or* that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

DATED: December 1, 1978, at Eugene, Oregon

MICHAEL R. HOGAN
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

TO CREDITORS:
ONLY THE BANKRUPT WHOSE NAME IS MARKED ABOVE HAS LISTED YOU AS A CREDITOR

8232

October 30, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8232 awarded to Oceanlake Ready-Mix Company for work on the West Devils Lake Road Section of the Oregon Coast Highway in Lincoln County was completed on August 28, 1975, and accepted by the Administrator and State Highway Engineer on October 27, 1975.

Final payment in the amount of $3,366.16 will be released to the contractor after November 4, 1975. The total contract is $67,093.77. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Oceanlake Ready-Mix Co.
2300 S.E. Hwy. 101
Lincoln City, OR 97367

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8232

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ore. Coast Hwy. @ W. Devils Lake Road	WEEK ENDING: Aug. 30, 1975	
	SECTION PREFIX: 21-0508	
HIGHWAY: Oregon Coast	COUNTY: Lincoln	
NAME OF JOB: Ore. Coast Hwy. @ W. Devils Lake Rd.	KIND OF WORK: Grading & Paving	
CONTRACTOR: Oceanlake Ready Mix Company	CONTRACT NUMBER: 8232	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 6, 1975	DATE WORK STARTED: June 27, 1975	ESTIMATED COMPLETION DATE: August 30, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work / 100	WORK DAYS USED / CALENDAR DAYS USED: Work / 65
PROJECT AUTHORIZATION: $ 81,417.52	SPECIFIED COMPLETION DATE: [redacted]	PERCENT OF TIME ELAPSED: 65 %
EXCLUSIVE OF ENGINEERING: $ 74,306.82	ENGINEERING AUTHORIZATION: $ 7,110.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,224.13	ENGINEERING COST TO DATE: $ 6,549.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84 %
ESTIMATED PERCENT: [redacted] UNDERRUN 16 %	PERCENT OF AUTHORIZATION: 92 %	DATE PROJECT WAS COMPLETED: August 28, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28			0.28
MILES PARTIALLY COMPLETED	0.28	0.28			0.28
MILES COMPLETED	0.28	0.28			0.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6325 CY	2342 Ton			724 Ton
TOTAL QUANTITIES CORRECTED TO DATE	6325 CY	2342 Ton			724 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6325 CY	2342 Ton			724 Ton
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	0			-
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: One Guardrail punch truck, mounted, hand tools, one Case 410 Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	NA							
PERCENT	NA							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Sunny	1		
MONDAY	AM-Fog, PM-Clear	1		
TUESDAY	Clear & Sunny	1		
WEDNESDAY	Rain	1		
THURSDAY	Showers	1		
FRIDAY	Showers	0		
SATURDAY		0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 2 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Aug. 24 SUNDAY	NO ACTIVITY
Aug. 25 MONDAY	NO ACTIVITY
Aug. 26 TUESDAY	NO ACTIVITY
Aug. 27 WEDNESDAY	Contractor installed 550 foot of Guardrail, poured anchors, and continued general clean-up.
Aug. 28 THURSDAY	Contractor finished clean-up and tightening of of guardrail bolts and nuts. Also removed all Construction signs.
Aug. 29 FRIDAY	NO ACTIVITY
Aug. 30 SATURDAY	NO ACTIVITY

REMARKS

Aug. 28, 1975: Semi-final inspection this date by Mr. C.O. Fredrickson, Regional Engineer

This will be the last weekly report submitted by this office for this project.

SIGNED Charles W. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM E.50

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 16, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
West Devils Lake Road Interchange
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 2 (C. O. Fredrickson)
District 4 (H. C. Johnson)

1-20-75
L. W. Rulien
w/att.

APPROVED
E. S. Hunter
Date 1-20-75

RECEIVED
JAN 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8232

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem Or 97308

Oregon Project F-153(-)
West Devils Lake Road Interchange
Oregon Coast Highway
SUBJECT: Lincoln County

DATE: December 23, 1974

In reply refer to: 1041B.2

FROM : G. L. Green, Division Engineer

TO : F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

We have reviewed the project assessment for the subject proposal and concur in your finding that this constitutes a non-major action

William L. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
DEC 31 '74
REFER TO
FOR
Engr | Invest | RID | DIR | ESB | ASST | File
X
HOTEL
A. E. JOHNS

1-10-75
L.W. Rulien
w/att.

RECEIVED
JAN 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8233 Pac Hwy E U'Xing-N Columbia Blvd Sec N edge of Portland (Paving, guardrail, & illum.) 1975

-82-

CC:
OSHD (E S Hunter)
Wash. DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-18-76	C. T. Christianson, Area Engr.		I-5-6(82)307
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-3-76	8-9-76	100 %	150 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	I-5 in north Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. E.-N.COLUMBIA BLVD. SEC.
PACIFIC HIGHWAY
Paving, Guardrail & Illumination

NOTED
E. S. HUNTER

The purpose of this project was to construct the final stage of paving operations, reconstruct guardrail and barriers to current safety standards and adjust illumination as necessary.

The project was completed at a final total cost of $584,752.41 representing a 13% underrun. Work was completed within contract time.

COPY SENT
OCT 19 1976
Washington

RECEIVED
STATE HWY ENGR
OCT 20 '76
REFER TO
FOR

Cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original signed by E. J. Valach	
TITLE Area Engineer	DATE 10-18-76	TITLE District Engineer	DATE 10-19-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8233 STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	I-5-6(82) 307	URBAN X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	537,451	
21	LENGTH OF PROJECT	MILES	2.185	

DATE STARTED: July 17, 1975
DATE COMPLETED: March 3, 1976
TOTAL NO. BRIDGES:

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 10,325	GROSS EARNINGS: 105,580

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	139,223
	9	PETROLEUM PRODUCTS	GAL.	38,229
	1	CEMENT	BBL.	
CARD C	2 / 92	AGGREGATES PURCHASED	TON. / CU. YD.	866
	3	BITUMINOUS MATERIAL	GAL.	8,640
	4	LUMBER	THSD BD FT	226
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	7950
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	681
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	10,576
	15 / 95	AGGREGATES PRODUCED	TON / CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	15
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	10,701
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	4,125

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 52 | 53 | 61 | 62 | 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead and profit which are not required to be reported. If the final contractor cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there was error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in **Items 11 and 12. Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuse.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 1.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the cost of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and associated costs should not be included. The amount included for the aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8233

August 19, 1976

Correon & Black of Oregon
1600 SW 4th
Portland, OR 97201

Gentlemen:

On August 11, 1976, we wrote to you concerning release of final payment on Contract No. 8233 awarded to Columbia West Materials and Constructors, Inc. for work on the Pacific Highway East Undercrossing-N. Columbia Blvd. Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $10,000 and the total contract amount is $537,451.17 including $6,372.13 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Employers Mutual Liability Ins. Co. of Wisconsin
2000 Westwood Drive
Wausau, WI

Columbia West Materials and Constructors, Inc.
500 Tennant Way
Longview, WA 98632

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
E. L. Hardt

8233

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-177
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-13-71

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State: Oregon

County: Multnomah

Project Number: I-5-6(82)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~649,981~~	$ ~~649,981~~
Federal funds	$ ~~599,802~~	$ ~~649,981~~
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed ~~June 18~~, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ ~~50,179~~."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

~~Asst. State Highway Engineer~~
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Green
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-313

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-145	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-18-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. I-5-6(82)307

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, N. Columbia Blvd. O'xing, N. 1.2 mi. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 649,981	$ 599,802

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

G. L. Green

Date executed by Division Engineer JUN 1

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal-aid Project
No. I-5-6(82)307

PACIFIC HWY. E. O'XING-N. COLUMBIA BLVD. SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Safety (Sta. 104+18 to Sta. 168+13)

Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Temporary Signs	1,000 sq.ft.	8.00	8,000.00
Temporary Plastic Safety Markers	50 only	75.00	3,750.00
Flagmen	200 hour	15.00	3,000.00
Sequential Arrow Sign	1 only	2,500.00	2,500.00
Advance Neon Warning Signs	2 only	6,000.00	12,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Embankment In Place	75 cu.yd.	6.00	450.00
Furnishing and Placing Topsoil	670 cu.yd.	6.00	4,020.00
Watering	65 M-Gal.	10.00	650.00
Guard Rail, Type 2A	10,450 lin.ft.	8.00	83,600.00
Guard Rail, Type 3	275 lin.ft.	17.50	4,812.50
Metal Median Barrier Connection	40 lin.ft.	30.00	1,200.00
Guard Rail Anchors, Type I	9 only	400.00	3,600.00
Guard Rail Anchors, Type 2	8 only	300.00	2,400.00
Rail End Pieces, Type A	7 only	25.00	175.00
Rail End Pieces, Type C	8 only	130.00	1,040.00
Extra for Guard Rail Bridge Connection	11 only	325.00	3,575.00
Extra for Asphalt Walks	850 sq.yd.	3.00	2,550.00
Concrete Barrier	6,400 lin.ft.	16.00	102,400.00
Guide Posts, Flexible	40 only	35.00	1,400.00
Mono-Directional Crystal Type I Markers	380 only	3.00	1,140.00
What Type III Markers	1,990 only	1.00	1,990.00
Illumination			
Foundations	4 only	375.00	1,500.00
Frangible Aluminum Transformer Bases	8 only	275.00	2,200.00
Relocate Existing Light Pole to New Location	4 only	275.00	1,100.00
			$329,052.50

Anticipated Items

Temporary Erosion Control (EW)	All Required	$ 1,000.00
Landscpaing (EW)	All Required	5,000.00
On-the-Job Trainees (1@$800)	All Required	800.00
		$ 6,800.00
	Subtotal	$335,852.50
	Engineering	33,584.50
	Total	$369,437.00

Type Code 6201
Roadway, Paving (Sta. 104+18 to Sta. 146+12 & Sta. 158+51 to Sta. 168+00)

Aggregate Shoulders	2,500 ton	5.35	$ 13,375.00
Class "B" or Class "C" Asphalt Concrete Mixture	8,100 ton	10.75	87,075.00
Class "E" Asphalt Concrete Mixture	5,300 ton	12.00	63,600.00
Asphalt Cement in Mixture	900 ton	70.00	63,000.00
Portland Cement Additive In Class "E" Mixture	55 ton	70.00	3,850.00
Asphalt In Tack Coat	18 ton	130.00	2,340.00
Membrane Waterproofing	1,830 sq.yd.	10.00	18,300.00
			$251,540.00

Anticipated Items

Permanent Pavement Striping (SF)	All Required	$ 500.00
Stage Construction Striping (SF)	All Required	3,000.00
		$ 3,500.00
	Subtotal	$255,040.00
	Engineering	25,504.00
	Total	$280,544.00

Length of Roadway (Safety) - - - - - - - 1.211 miles
Length of Roadway (Pave) - - - - - - - - 0.974 mile

Cost of Roadway (Safety) per mile- - - $305,067.71
Cost of Roadway (Pave) per mile- - - - $288,032.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Safety)	$369,437.00	$340,916.00	$28,521.00
Roadway (Pave)	280,544.00	258,886.00	21,658.00
Total	$649,981.00	$599,802.00	$50,179.00

Group 1 - 100%

Contract No. 8233

Prefix No. 626-1033

PACIFIC HWY. E. O'XING - N. COLUMBIA BLVD. SECTION

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 1,000.00

...-305 (Rev. 8-70)

OREGON STATE HIGHWAY DIV. ON

Order for State Force Work

Contract No. 8233

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Pacific Hwy. E. U'Xing - N. Columbia Blvd. Date March 30, 197

Highway Pacific F.A.P. No. I-5-6(82)307

County Multnomah Prefix 626-1033 Account No. 252-04

Description of Work To Be Done:

Taper Paving at Bridge end.

APPROVED EFFECTIVE DATE 4-
Contingent upon ... ed agreements ... required.
BY ...
TITLE ...
DATE 4-26-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sta. 168- Southbound (Columbia Blvd. Bridge)

Estimate of Quantities and Costs:

Material and Labor $1,000.00

Explanation:

An attempt was made by the contractor to taper paving onto bridge. Due to poor weather conditions, paving did not bond to bridge deck. Work to be done by State forces in summer months.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 671,797.99
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 608,331.04
Expected under-run XXXXXX (amount)	$ 63,466.99
Expected under-run XXXXXXX (per cent)	9.45 %

Space to right of this line is for use of Salem Office

Submitted by: ... Resident Engineer

Approval Recommended: ... For ... Regional E...

Approval Recommended: ... Regional Engineer

Approved: ... Construction E...

I-5

NARRATIVE REPORT

PACIFIC HWY. E. U'XING - N. COLUMBIA BLVD.

CONTRACT NO. 8233

This project entailed paving, guardrail and illumination on I-5. Due to heavy traffic, the majority of the work was performed on night shifts.

Precast concrete barrier was installed on the median. This contractor chose to place grout first and then place barrier on grout. Grout was placed by use of a spreader box with a gate that roughly formed a raised key section. This operation seemed fairly successful. Barrier was painted by use of a spray bar mounted on a truck. This produced a uniform coat and was the fastest method I have seen to date.

This project included Flexo-posts at gore points - why do we use these? When hit in cold weather they shatter, in warm weather they bend over when hit and loseblack caps and are generally a poor product.

The Victory Blvd. structure called for waterproof membrane. I attempted to have this deleted before contract time, but was not successful. This item is an expensive addition to the project and in this area has no value. Superseal 4000 was used. Required controls on application are vague - no way to tell whether proper thickness has been applied - cost to contract $18,300 (a waste).

Had no real problems with traffic control on this project. In spite of night work and heavy traffic during daytime shoulder work, there were few accidents attributable to construction work. I wonder if on future contracts why we cannot eliminate a seperate item for the Sequential Arrow.

REFERRED TO

3 Beard WKB 2 Reed
6 Lon MEC 1 Sample
5 Eriksen 4 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
APR 91976
ROAD DESIGN SECTION

Requires Reply
Do not file

Almost everyone has them now and it could be considered part of the temp. direction of traffic item.

Future overlay contracts where concrete bridge decks meet asphalt raodway should include an item for removal of existing asphalt adjacent to bridge ends. It is difficult to taper 3 inch overlay and maintain smooth ride.

Robert E. Shotwell
March 24, 1976

8233

FORM 81-726-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. E U'Xing - N. Columbia Blvd.		WEEK ENDING: March 6, 1976
		SECTION PREFIX: 626-1033
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: Pacific Hwy. E U'Xing - N. Col. Blvd.	KIND OF WORK: Paving, Guardrail, and Illumination	
CONTRACTOR: Col. West Mat'l. & Constructors, Inc.	CONTRACT NUMBER: 8233	FEDERAL AID PROJECT NUMBER: I-5-6(82)307
DATE OF CONTRACT: June 10, 1975	DATE WORK STARTED: July 17, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS A-90 B-150	CALENDAR DAYS USED A-89 B-149
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: A 99 B 99
PROJECT AUTHORIZATION: $ 671,797.99		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99+
EXCLUSIVE OF ENGINEERING: $ 618,527.66	ENGINEERING AUTHORIZATION $ 53,270.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 546,287.11	ENGINEERING COST TO DATE $ 45,000.00	DATE PROJECT WAS COMPLETED: March 3, 1976
ESTIMATED PERCENT: OVERRUN / UNDERRUN 11.7 %	PERCENT OF AUTHORIZATION 84 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100		100			

	GRADING	"B" AC SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	"E" AC PAVING
MILES IN PROJECT	1.21	1.21			1.21
MILES PARTIALLY COMPLETED	1.21	1.21			1.21
MILES COMPLETED	1.21	1.21			1.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75 CY	8100 T			5300 T
TOTAL QUANTITIES CORRECTED TO DATE	94	5777			4798
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	94	5777			4798
AVERAGE DAILY QUANTITIES (this week)	0	C			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	NA	NA			NA
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickups paint truck, sequencial arrow

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29		0		Calendar work days as per standard spece 108.08.
MONDAY	1	Rain	1		
TUESDAY	2	mixed snow Rain	1		
WEDNESDAY	3	Clear cool	1		
THURSDAY	4		0		Job Complete.
FRIDAY	5		0		
SATURDAY	6		0		

Routing: Keasey, Bond, Jackmond, Harwood, Jansen, Walker, Richards, Glenn, Berg

RECEIVED
MAR 8 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	29	No Activity
MONDAY	1	No Activity
TUESDAY	2	Closed North and South Bound lanes 10:30 PM (Monday). Put down the last pavement striping markers. Cancel painting, weather did not clear.
WEDNESDAY	3	Closed North and South bound lanes at 10:30 PM and painted final coats of XXXXXX Latex on median barrier.
THURSDAY	4	
FRIDAY		
SATURDAY		

REMARKS

Status: Job Complete

Next Week: Remove Construction Signing.

SIGNED Robert E. Shotwell
Resident Engineer

1101 North Russell St.
Portland, Oregon 97227

LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Form FHWA 121 (Rev. 5-73) #8233

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(84)307
Pacific Highway E. - N. Columbia Blvd.
State Furnished Material

DATE: February 27, 1976

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTE

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter dated February 19, 1976, Mr. Rulien has requested concurrence in a finding that it is in the public interest to use a new overhead sign structure originally purchased for the I-5-5(36)260 project for installation on this project. The cost of the structure would be charged to the subject project. I concur in the finding.

G. L. Green

RECEIVED
MAR 2'76
REFER TO
FOR
Init. | Inves. | R/D | D/R | Sign | Acq. | File

7233

PRO 6-2

February 19, 1976

TO

G. L. Green, Division Administrator
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

State Furnished Material
Pacific Hwy. E.-N. Columbia Blvd. Section
Project No. I-5-6(84)307

We are requesting a public interest finding in our furnishing a sign bridge now located in our Salem maintenance yard. This is a new sign bridge removed from the Woodburn Intchge.-Hayesville Intchge. Section, Project No. I-5-5(36)260 at Sta. 1718+00 Rt.

The Woodburn Intchge.-Hayesville Intchge. Section will not be charged the $15,000 bid amount but we are requesting approval to specify that the contractor use this sign bridge and transfer the cost as participating to the Pacific Hwy. E.-N. Columbia Blvd. Section.

We believe it is in the public interest to use this previously produced sign bridge at this time to utilize public funds expended to produce it. This sign bridge was found to be unnecessary at this time because of the controversy surrounding the I-305 interchange which is in the Woodburn Intchge.-Hayesville Intchge. project and therefore was removed and stored. It is a 101.5-foot sign bridge that meets the specifications for the new location with minimal modifications.

DAR:md

cc: C. G. Swenson
Ed Hall
Bob Church
D. E. Swan

5

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8233

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Pacific Hwy. E. U'Xing - N. Columbia Blvd. Date August 18, 19 75

Highway Pacific F.A.P. No. I-5-6(82)307

County Multnomah Prefix 626-1033 Account No. 276-02

Description of Work To Be Done:

Relocate existing permanent signing.

Work to be done by State Forces.

Location by Station Numbers:

STA "L" 104 to 118 Lt. & Rt.

Approval Recommended as of 8-22-75

OFC

APPROVED EFFECTIVE DATE 8-25-75
Contingent upon modification of project agreement if additional funds are required

BY R. J. Walch

TITLE Dist. Engineer

DATE 9-5-75

FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Relocate existing permanent signing	$1,000.00
Total	$1,000.00

Explanation:

This contract required moving back and flaring end of guardrail. Upon doing this it left certain signs overhanging the guardrail.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$671,797.99
Present estimate of project cost, including $1,000.00 for work under this order	$653,162.83
Expected under-run XXXXXXX (amount)	$18,635.16
Expected under-run XXXXXXX (per cent)	2.77

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... for Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

8033 5-14-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(82)307

STATE PROJECT NO.: Pacific Highway East

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: U'xing-N.Columbia
Multnomah

ITEM NO.: T-810

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '75

REFER TO Hunter

NOTED
E. S. HUNTER

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
April 2, 1975	April 2, 1975	Interstate Route 5	Pacific Highway Route 1

GENERAL LOCATION:

I-5 North Columbia Blvd. North 1.2 miles (Portland)

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement, sign and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's May 12, 1975 request is accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed revised title sheet is returned herewith.

5-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burghardt	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8233

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

May 9, 1975

FILE:

Marion Craft

FROM: MARION CRAFT
Metro Construction Engineer

SUBJECT: PACIFIC HWY. EAST U'Xing-
N. COLUMBIA BLVD. SECTION
I-5 Overlay

TO: HAL VERSTEEG
Design Engineer

Attn: Al Brummitt

This will confirm our telephone conversation of May 8, 1975, in which we asked you to change the working hours on this job to 10 p.m. to 6 a.m. SB, and 11 p.m. to 7 a.m. NB.

We feel that the restriction of working hours from 12 midnight to 6 a.m. is the main reason for the high bid prices on the job and would like to get the new hours established in the new bid schedule, by letter of ~~attention~~ addendum if necessary.

pq

1 V

2

8233 4-14-75 R

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(82)307

STATE PROJECT NO.: Pacific Hwy East U'Xing N. Columbia Blvd

COUNTY NAME: Multnomah

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-810

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
April 2, 1975	April 2, 1975	Interstate Route 5	Pacific Highway Route 1

GENERAL LOCATION:
I-5 North Columbia Blvd. North 1.2 miles (Portland)

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, sign and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)

Temporary Erosion Control	1,000
Landscaping	500
On the Job Training	800
Permanent Pavement Striping	500
Stage Construction Striping	1,000

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L.W. Rulien
Wyatt.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 14, 1975	G. L. Greenlandt	Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

TRANSACTION NUMBER 4-18

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-31-75

BY (Signature): MR. RULIEN'S MARCH 28, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 810 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
810	I-5-6(32)307	1.21	595,000	549,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION

PACIFIC HIGHWAY EAST UNDERCROSSING-NORTH COLUMBIA BLVD, SECT.

WORK

HIGH TYPE PAVEMENT OVERLAY AND SAFETY REVISIONS OF SLOPES, SIGNS, ILLUMINATION AND GUARDRAIL.

E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 2'75
REFER TO
FOR

4-3-75
ORIGINAL TO
L.W. Rulien

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 28, 1975 LETTER WE CONCUR THAT THE ABOVE PROJECT IS A NON MAJOR ACTION.

RECEIVED
APR 2 1975

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3-31-75	SIGNATURE AND TITLE G. L. GREER, DISTRICT ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FHWA-18
(Rev. 8-71)

GPO 915-690

8933

8933

R

~~PRO 6-2~~

March 28, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-6(82)307

We are submitting program data for one project, Item No. 810, Project No. I-5-6(82)307, "Pacific Highway East Undercrossing-North Columbia Blvd. Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project April 24, 1975.

We request your concurrence that this project falls in the classification of nonmjaor action as set forth in FHPM 7-7-2, paragraph 10e based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

Encl.

JG:js

Budget Bureau No. 41-R2067; App

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

3-28-75

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19)(20)	I-5, N. Col. Blvd. O'xing, N. 1.2 mi. (Portland) 21 65	ADT	56,000	*65,000 (66)(70)	95 (71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Gr., dr., H.T. pave, sign, illum. 29 62	(63)(65)	(66)(69)	(69)	(70)	(71)	(72)(73)	(74)(75)	I- 14 23	5-6 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Interstate	Multnomah	051 (12)
	NAME OF URBAN AREA: Portland (17-31)	ROUTE NO. I	FEDERAL-AID I-5 (32) / STATE 1 (36)(37) / U.S. I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1	(1445) (16)	41	42	43 46	53	I-5, N. Columbia Blvd. O'xing, N. 1.2 mi. (Portland)	(54)(58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) 6201		"Pacific Hwy. E. U'xing-N. Columbia Blvd. Sec."	1.21	595,000	549,000	46,000	
							PROJECT TOTALS	1.21	595,000	549,000	46,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

REMARKS

*Existing 4-lane capacity controls projected future ADT.

Additional Data: Item Nos. 351 Nos. I-5-6(52) and (77), respe

-ove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

3-28-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, N. Col. Blvd. O'xing, N. 1.2 mi. (Portland)	ADT	56,000	*65,000	95	10	Oregon	41	042	810

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
ve, sign, illum.								I-	5-6	(82)	307	

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah	051	1 OR X 2
Portland	ROUTE NO. I; FEDERAL-AID I-5; STATE 1; U.S. I-5		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, N. Columbia Blvd. O'xing, N. 1.2 mi. (Portland)						Gr., dr., & overlay with H.T. pave. 4 - 12' lanes with 10' R. shldr. & 16' median. Safety revisions of roadway slopes, signs, illum, guard rail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (CODE) (Safety) 6201		"Pacific Hwy. E. U'xing-N. Columbia Blvd. Sec."	1.21	595,000	549,000	46,000		ROW - 200' normal; Access control-full; Parking restrictions-complete.
		PROJECT TOTALS	1.21	595,000	549,000	46,000		

APPROVAL DATES

REMARKS

*Existing 4-lane capacity controls projected future ADT.

Additional Data: Item Nos. 351 & 727; Project Nos. I-5-6(52) and (77), respectively.

-over-

USCOMM DUBCOMM-DC 40906-P61

PACIFIC HWY. E. U'XING-N. COLUMBIA BLVD. SECTION

PROJECT NO. I-5-6(82)307

Remarks - continued

Project Data: The work consists of (1) grade, drain and overlay with high-type pavement (AC) the existing facility consisting of four 12-foot lanes, plus auxiliary lanes, with 10-foot right shoulders and 16-foot median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, illuminations, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Design approval concurred in by FHWA on July 1, 1970.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 3.

Data for PR-37:

a. Roadway - - - - - - - - - - - - - - - - - Est. Cost $381,500
b. Safety Revisions- - - - - - - - - - - - - Est. Cost $213,500

Total Est. Cost $595,000

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)293
Pacific Highway East U'xing-North Columbia Blvd.
Pacific Highway - Stage Construction

DATE: March 20, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The analysis used in support of the final stage pavement construction on this project was submitted for FHWA review by Mr. Wolfe's letter dated March 19, 1975. Mr. Wolfe has also requested approval to place a 2-inch overlay plus a 1-inch friction course on the mainlines and a 1-inch friction course on the ramps.

The overlay and friction course are approved as requested; however, it is expected that discretion will be used in applying the friction course to ramps. Only those ramp segments having hazardous conditions (grades, alignment, stop condition, etc.) should be covered.

for G. L. Green

cc Newton
Wolfe
3-25-75

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

8233

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 20, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Pacific E. U'xing-N. Columbia Blvd.
Pacific Highway
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b: J. D. McClure

APPROVED
E.S.H.
E. S. Hunter
Date 3-20-75

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 5, 1975

A. PROJECT IDENTIFICATION

Name of Project Pacific E. U-xing-N. Columbia Boulevard (Section) I-5-6(-)

Location of Project Pacific Highway (Highway Name) U.S. 99 - I-5 (Highway No., US - ORE)

Portland (City) Multnomah (County) 1 (Region)

Program FAI (Funding) $1,000,000 (Estimated Cost) 26-1969-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project is designed to restore and protect the badly deteriorating wearing surface and to incorporate safety features as needed. The existing 84' roadway will be widened two feet on each side except across structures which are 76'. No additional right-of-way is required. Curbs, utility lines and other existing features will be moved in keeping with the pavement widening. Paving and other work will be scheduled to avoid peak traffic flow.

Origin and History: Standard program for Interstate highways.

It is my understanding that the 2' widening is no longer required.

C. DESCRIPTION OF PROJECT

Length 1.3 miles.

Termini

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section Same as exist. 4-lane divided.

Structures None affected.

Characteristics (ADT) 85,600

Other General Information (or Supplemental information to items)
Shoulder slopes will be reshaped for 2' extra width where necessary.

Project Sketch Map is Attached: [ ] Yes [XX] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE).

None.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The subject highway section is located on an embankment crossing the Columbia River bottoms, or floodplain. The land is characteristically flat and is cut with a few old stream meanders such as Columbia slough. It is largely open space except for occassional strips of deciduous trees and shrubs.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area is mainly devoid of buildings except for a few commercial plants and a horce racing complex.

8232

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None.

Consequences:

2. Estimated Changes in Traffic Patterns:

Minor, during construction only.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

8233

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

8233

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☒ ~~State-Wide Negative Declaration~~
- ☐ Other Assessment

According to Chapter 1 of Title 23 CFR, Part 771.9 this project is deemed a non-major action.

Discussed w/ Gary Potter on 3-13-75
Non-Major
Non-Significant
No Impact Statement
Required.
Authorization

8333

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 19, 1975

Mr. Glen Green, Division Engineer
P. O. Box 300
Salem OR 97310

Dear Sir:

Re: Pacific Highway East U'xing
N. Columbia Blvd.
Pacific Hwy (FAR 26)
Multnomah County

Enclosed are two copies of a report by C. J. Gregg covering the analysis of the pavement structure for the subject project.

We are requesting your approval to place (1) a two-inch Class "C" AC overlay plus a one-inch Friction Course on the main lane and (2) a one-inch Friction Course on the ramps as recommended by Mr. Gregg.

Very truly yours,

Victor D. Wolfe
Location Engineer

Enc.

WHT:mc

bc E. S. Hunter

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1233

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

March 17, 1975

FILE:

FROM: PAUL HAILEY
Senior Designer

TO: FRANK TERPIN

SUBJECT: I-5 SAFETY PROJECT
PACIFIC HWY. U'XING TO
COLUMBIA BOULEVARD

Submitted are plans and estimate for the subject job. Following is a summary of unfinished business, etc. as we see it.

Unfinished Business

Temporary Protection and Direction of Traffic

Signing: The butterfly sign in the "FD" - "DV" gore at Station 122 is to be replaced by a sign bridge. An "ENTERING PORTLAND" sign for southbound traffic should be installed.

Lighting: It appears that most if not all of the luminaires and electrical cables will have to be replaced. Mr. Bothman has recommended that we maintain the existing standard of lighting.

Surfacing: Clarence Gregg has indicated 2" of Class "C" A.C and 1" of Class "E" on the main line, and 1" of Class "E" on ramps. However, there may be one ramp that will require the full 3" overlay.

Bridge Items: Ken Archibald indicated he would like to check the typicals showing overlay and median barriers on the structures.

Plans: Front sheet, sheet numbers, title block, summary sheets remain to be done. Standard sheets for median barrier, guard rail, bridge connections, barricades and luminaires will be needed.

Estimate

An extra 1/2" of Class "C" A.C. was included for leveling on the mainline; an extra 1/2" of Class "E" A.C. for leveling on ramps.

Roy Olson indicated we should include $500 for landscaping to cover seeding and planting in the small areas of fill and to make minor adjustments to the existing irrigation system.

Surfacing items did not include the possible 3" overlay on one ramp.

The question of where and what kind of berms to use was never fully answered. The typicals and estimate show a 2 1/2' wide, 3" A.C.

Route to Sample Files

RECEIVED MAR 19 1975 ROAD DESIGN SECTION

Approval Reply
Information, Approval
Review & Route
Do not file
Return To
Bring Up
Other

1 Versteeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

berm behind the curb only where there is guard rail.

Ken Archibald indicated no paving dam or full-depth surfacing at bridge ends.

pq

cc: W.J. Hart
Gordon Ballard
G. J. Gregg
R. E. Olson
W. G. Beard
3/19/75 wae

Form E-19

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ESTIMATE: I-5 SAFETY PROJECT
PACIFIC HWY. W'XING TO COLUMBIA BLVD.

3-14-'75
PEH

	ITEM				QUANTITY	UNIT	PRICE	COST
1	MOBILIZATION				Lump Sum			
2	FURNISHING & PLACING TOPSOIL				665 ~~800~~	C.Y.		
3	WATERING					M-GAL.		
4	AGGREGATE SHOULDER MATERIAL				2,500	TON		
5	CLASS "C" ASPHALT CONCRETE MIXTURE				8,000	TON		
6	CLASS "D" ASPHALT CONCRETE MIXTURE				150	TON		
7	CLASS "E" ASPHALT CONCRETE MIXTURE				5,300	TON		
8	PORTLAND CEMENT ADDITIVE IN CLASS "E" MIXTURE				53	TON		
9	ASPHALT CEMENT IN MIXTURE				815	TON		
10	ASPHALT IN TACK COAT				16	TON		
11	GUARD RAIL, TYPE 2A				10,462.5	LIN. FT.		
12	GUARD RAIL, TYPE 3				225	LIN. FT.		
13	CONCRETE BARRIER				6,198	LIN. FT.		
14	GUARD RAIL ANCHORS, TYPE 1				9	ONLY		
15	GUARD RAIL ANCHORS, TYPE 2				8	ONLY		
16	GUARD RAIL END PIECES, TYPE A				9	ONLY		
17	GUARD RAIL END PIECES, TYPE C				7	ONLY		
18	EXTRA FOR GUARD RAIL BRIDGE CONNECTION				11	ONLY		
19	~~EXTRA POSTS WITH BLOCKS~~					~~ONLY~~		
20	CONCRETE BARRIER (NON-SKIDDING)				173	LIN. FT.		
21	METAL MEDIAN BARRIER CONNECTION				25	LIN. FT.		
22	END OF SECTION							
23	METAL MEDIAN BARRIER				2,400	LIN. FT.		
24	GUARD RAIL				12,400	LIN. FT.		
25	CONCRETE MEDIAN BARRIER				12.5	LIN. FT.		
26	GUIDE POSTS				40	ONLY		

SP*82586-734

Form E-48

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

	ITEM				QUANTITY	UNIT	PRICE	COST
1	MEMBRANE WATERPROOFING				1,310	S.Y.		
2	EMBANKMENT IN PLACE				75	C.Y.		
3								
4								
5								
6								
7								
8								
9								
10	TRAFFIC CONTROL							
11	STRIPING							
12	SIGNING							
13	LUMINAIRES & ELECTRICAL							
14	LANDSCAPING							$500.00
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								

SP*52586-734

8233

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-5-6(-)303
Pacific E. U'xing-N. Columbia Blvd.
Pacific Highway
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The project assessment on this project was submitted for our review under Mr. Rulien's memorandum of March 11, 1975.

We agree with your finding that the project constitutes a non-major action. The project should also be considered non-significant and will require no impact statement.

William A. Kuppe
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

3-19-75
Rulien - Please handle.

3-19-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
STATE HWY ENGR
MAR 18 '75
REFER TO
FOR
Info | Inves | R-D | D-R | Sign | ✓

OFFICE OF

8223

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 6, 1975

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Gordon J. Ballard
Supervising Design Engineer

SUBJECT:
Pacific Hwy. East Uxing-N. Columbia Blvd. Section
Pacific Highway
Illumination

The Metro Engineer has informed us that the existing curbs on the subject project will not be moved. Accordingly, the only highway illumination work required will be installation of frangible bases under those light poles which are not so equipped and which will not be behind guardrail upon completion of this project. Metro will furnish information relative to guardrail location.

Due to the short time available prior to receipt of bids for this project, the existing plans should be used and modified only to the extent necessary to achieve the work.

Lighting of structure-mounted signs may also be required.

RWE:dh

cc E. S. Hunter
R. N. Bothman
D. H. Moehring
L. E. George

RECEIVED
MAR 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8233

FORM 81-734-3030

PREFIX NO: 26-1969
FILE CODE: FILE: 350

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

Febraury 28, 1975

FROM: A. D. Olson
Preliminary Design Engineer

TO: R. N. Bothman
Metropolitan Engineer

SUBJECT: Pacific Hwy. E. Undercrossing-
North Columbia Blvd. Section
Pacific Hwy. (I-5)
Multnomah County

ME CE PE DE FOL
METROPOLITAN ENGINEER

MAR 0 4 1975

RE TE UE FILE T/A

Your recent memorandums on the subject section which indicated Federal recommendation of 12 foot shoulders for detour purposes resulted in a meeting yesterday with Cliff Christianson, FHWA. Cliff's version is that they would be open to such a proposal if it would serve a useful purpose and would justify the added work.

A review of the aerial mosaic and the widths and positions of the structures left reasonable doubt as to the value of the intermittent extra width for either detour purposes or for use with the "high occupancy lane" section.

It would be appropriate to outline the benefits and the rough costs of such widening before expending major effort on plans for such revision since it will be necessary to document and justify the change.

ADO:jh

We decide to drop proposal due to timing restraints
Bob
cc Olson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 24, 1975

Portland, OR 97213

FILE: case file 626-1953

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Pacific East UXing-
Columbia Slough, I-5

TO: KEN LIMBOCKER
Metro Design Engineer

Per previous memo, I have discussed the Pacific East undercrossing-Columbia Slough project with Cliff Christiansen.

Please proceed on a design to provide for a 12' shoulder (maximum cleared distance between GM rail and curb of 44').

This shall be done in order to provide for handling of two lanes of traffic while the third lane is reconstructed, as well as to develop the maximum width for the future development of a high-occupancy vehicle lane.

This will require the setback of the curb, guardrail, lighting, signing, etc. It may also require the construction of some retaining walls in the Delta Park interchange area, these to be determined by your design. This may require the necessary realignment of the on and off-ramps.

As we discussed, the justification exists for an additional lane between the Delta Park-Denver Avenue northbound on-ramp, and the Denver-Swift off-ramp. This currently does exist, therefore handles the analysis by the Planning Section, indicating the need for this additional lane.

ebg

cc: J. H. Versteeg

RECEIVED
FEB 26 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Circulate/Keep ☐
Do not File ☐
Return To _____
Bring Up _____/____
Other _____

8233

FORM 81-734-3030

F5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 24, 1975

Portland, OR 97213

FILE: case file 626-1953

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Pacific East UXing
Columbia Slough, I-5

TO: WALT HART
Bridge Engineer

SALEM

I have reviewed the lighting on the project. It is my recommendation that we maintain the existing standard of lighting.

In order to provide for proper handling of traffic, i.e., detours, and also to provide for anticipated maximum utilization of the section, it will be necessary to relocate the lighting about 4' outside the existing alignment.

ebg

cc: J. H. Versteeg
K. D. Limbocker

1 Versteeg V
A. Olson
K Tupin T
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 28 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Original Keep
Do not File
Return To
Bring Up ___/___
Other

8/33

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 19, 1975

Portland, OR 97213

FILE: Case file 26-1969

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: MEMO TO THE FILE

SUBJECT: NOTED E. S. HUNTER

Pacific Hwy. E. U-Xing-North
Columbia Blvd. Section
Pacific Highway
Multnomah County

I reviewed the Columbia Slough-99E undercrossing project, and the 99E undercrossing-Jantzen Beach project on I-5 with Mr. Christianson of FHWA this date.

His recommendation, insofar as proceeding with the first project, is to proceed with a 12' shoulder, in addition to the existing two travel lanes in both directions, for the purpose of providing a detour during construction, utilizing the 12' shoulder. This will require widening of 4' and corresponding setback of curbs, guardrail, lighting, ramps, etc. A secondary purpose for the 12' lane is to maintain a 44' clear section consistent with the maximum section available south of the project.

Relative to the second project, the traffic analysis and projections provided by John Hanks was reviewed, indicating the justification for additional traffic lanes between the Union Avenue interchange ramps and the Jantzen Beach interchange ramps, both north and southbound. The data indicates justification for additional capacity between these two points.

Consideration should be given to provide for available bridge widths on the Slough Bridge to allow for a typical section comparable to that considered on the Minnesota for a high-occupancy vehicle lane. This would require a 56' section (4'median, 4-12' lanes, 4' shoulder) in each direction.

There are two considerations, one, to provide adequate capacity to forecasted traffic, and two, to provide the flexibility for future high-occupancy lane. The high-occupancy lane is consistent with both the clean air implementation plan and the forthcoming Interim Transportation Plan.

ebg

cc: E. S. Hunter
J. H. Versteeg

E. S. HUNTER

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4233

I-5

26-1969

503.234.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 7, 1975

Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Pacific ~~East~~ Highway
Columbia Blvd.UXing

TO: MEMO TO THE FILE

The subject project is scheduled for letting June 19, 1975. I discussed this with Hal Versteeg who will advise of any additional information needed on the project which was submitted several years ago to the Design Section, from Metro.

The attached memo describes some consideration which I think should be given to the project by the Design Section.

ebg

cc: J. H. Versteeg
L. W. Rulien
Gary Potter

attachment

3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
February 7, 1975
Portland, OR 97213

FILE: case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Pacific ~~East~~ Highway
Columbia Blvd. UXing

TO: MEMO TO THE FILE

I discussed the cross section for the subject safety overlay project with Hal Versteeg.

The current cross section is 42' on each side of center line, 8' for median, two 12' lanes, and a 10' outside shoulder.

The exception to this is across the Columbia Slough structure where the outside shoulder width narrows to 6', and the Delta Park interchange structure which also has the narrow shoulder.

A maximum width available on the Minnesota Freeway, south of the subject section, between existing overhead structure columns protected by GM rail, is 44'. This distance is established between the current GM rail protecting the center columns.

A maximum utilization of the 44' would provide a 4' inside shoulder, three 11' lanes, and a 6' outside shoulder (with the exception of the bridges), enabling the re-designation of a third lane as a high-occupancy vehicle lane.

With this consideration in mind, we should consider a 12' shoulder and corresponding improvements to the ramps on the subject overlay section so the maximum width is made available for future utilization for a high-occupancy lane.

The proposed high-occupancy lane is under consideration at this time, however it is bogged down in red tape. The actual work is currently assigned to the CRAG staff under the direction of the I-5 Task Force established by CRAG. This CRAG staff effort is directed towards justification of the high-occupancy lane, and/or ramp metering on a systems planning effort.

ebg

cc: J. H. Versteeg
L. W. Rulien
Gary Potter

8233

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 6, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: Frank E. Terpin
Final Design Engineer

SUBJECT: Pacific Hwy. E. U-Xing-North
Columbia Blvd. Section
Pacific Highway
Multnomah County

This FAI safety project appears on the current contract schedule as a June 19, 1975, project. Metro is currently involved in developing an exclusive bus lane on this section of I-5. As contract plans are being prepared we should consider widening the existing section to provide some additional width where practical. Metro will be asked to submit their recommendation as to location and width desired.

JHV:jh
cc: E. S. Hunter
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
FEB 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234 Hilgard-LaGrande Sec Old Ore 1975
Trail beginning W of LaGrande
(Grad, pav, struc. deck rep.& sign)#2

K. K. 820 7-7-76

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

CC: OSHD (~~E S Hunter~~ Courter), Wash. D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Union	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7-13-77	R. A. Nichols, A.E.		I-80N-6(61)252
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-25-76	4-29-77	110%	325 CWD
APPROVED EXTENSIONS	**LOCATION**		
61 CWD	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HILGARD-LA GRANDE SECTION
OLD OREGON TRAIL HWY.
Grading, Paving, Structures & Signing

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR

7-18-77
cy Hand

COPY SENT
JUL 14 1977

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by R. A. Nichols R. A. NICHOLS		SIGNATURE: Original signed by E. J. Valach E. J. Valach	
TITLE: Area Engineer	DATE: 7-13-77	TITLE: District Engineer Dist. Engineer	DATE: 7-13-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — To be completed by Washington Headquarters Personnel

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Union	I-80N-6(61)252	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	2,362,159	
21	LENGTH OF PROJECT	MILES	5.601	

DATE STARTED: July 21, 1975

DATE COMPLETED: October 25, 1976

TOTAL NO. BRIDGES: 4

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	42,803	$465,076

	ITEM	DESCRIPTION	UNIT		
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	863,542	16,898
	9	PETROLEUM PRODUCTS	GAL.	206,627	1,952
	1	CEMENT	BBL.	26	58
CARD C	2	AGGREGATES PURCHASED	TON.	455	740
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,296,081	
	4	LUMBER	THSD BD FT	2	4
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.	3,865	1,331
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	88	454
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	513	
	15	AGGREGATES PRODUCED	TON	89,700	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.	33,148	
	18	GUARDRAIL	LIN. FT.	49,726	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	5,377	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		15	1944
CARD J	13	CONCRETE PIPE	
		18	83
		24	41
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account, or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or yards mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with Item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8234

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 26, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Re: Contract 8234

In accordance with your letter of May 19, 1977 the $10,000 Securities released on this project are bing applied to the unallocated account.

Re: Contract 8503

In accordance with your letter of May 17, 1977 $25,000 is being applied to this project in lieu of retainage from the unallocated account.

The balance in the unallocated account is now $964,000.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C,W. Barrett, Jr.(Att.)

8234

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 16, 1977

Peter Kiewit Sons'Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8234

This contract has been finalled. This releases the $10,000 deposited in lieu of retainage. This deposit may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett Jr.

8234

May 4, 1977

The Aetna Casualty & Surety Company
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

On April 29, 1977, we wrote to you concerning release of final payment on Contract No. 8234 awarded to Peter Kiewit Sons' Company for work on Hilgard-La Grande Section of the Old Oregon Trail in Union County.

The total contract amount is $2,379,678.70 including $17,857.76 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Peter Kiewit Sons' Co.
215 "V" Street
Vancouver, Washington 98663

The Aetna Casualty & Surety Company
151 Farmington Avenue
Hartford, Connecticut 06115

C. T Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 2, 1977

Peter Kiewit Sons Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: All Contracts

The State Treasurer has issued safekeeping receipt 2426, dated April 25, 1977 covering your $1,140,000 in U.S. Treasury Bonds that mature on November 15, 1980. Future changes in the amount applied to various contracts will be handled by this office per project requirements and your direction when reductions are made or projects are finalled.

I would again like to suggest establishment of an unallocated account so that amounts applied to various projects will more truly reflect the amount deposited in lieu of retainage. Example: At the present time you have $1,044,000 deposited in lieu of retainage on contract 8413. The retainage on this project will probably not exceed $65,000, therefore $979,000 could be classified as unallocated and still applied to new contracts at your direction.

Security Summary:

Contract	Amount
8046	$ 10,000
8058	50,000
8119	25,000
8234	10,000
8250	1,000
8413	1,044,000
	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

NOTED
C. W. HEAD

cc: Oregon State Treasurer

bc: C.W . Head
R. Church
C.W. Barrett (Att.)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8119, 8250 and 8413.

In accordance with your letter of March 30, 1977, securities released on contract 8119 ($75,000) and contract 8250 ($9,000) have been transferred to contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 75,000	-0-	$ 75,000
8058	50,000	-0-	50,000
8119	100,000	(75,000)	25,000
8234	10,000	-0-	10,000
8250	10,000	(9,000)	1,000
8413	895,000	84,000	979,000
	$1,140,000	-0-	$1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

2321

OREGON STATE HIGHWAY DIVISION

March 1, 1977

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.

We received Safekeeping receipts 2316 for $10,000, 2317 for $10,000 and 2318 for $120,000. There is no change in the amounts applied to the various contracts.

Security Summary:

Contract	Current Amount
8046	$ 75,000
8058	50,000
8119	100,000
8234	10,000
8250	10,000
8413	895,000
	$ 1,140,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

OREGON STATE HIGHWAY DIVISION

February 24, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8046 and 8119

In accordance with your letter of February 18, 1977 the excess deposits on contracts 8046 and 8119 are being transferred to contract 8413.

Securities Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 270,000	(195,000)	$ 75,000
8058	50,000	-0-	50,000
8119	250,000	(150,000)	100,000
8234	10,000	-0-	10,000
8250	10,000	-0-	10,000
8413	550,000	345,000	895,000
	$1,140,000		$1,140,000

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer, Merle Crowe, Cashier

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8234

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 2-105		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Union
MODIFICATION NUMBER: 4		Project Number: I-80N-6(61)252

MOD. #3 - SEE LETTER 12-16-76 - ACC 9-5

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 18 , 19 75 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,522,320	$ 2,637,511
Federal funds	$ 2,327,590	$ 2,433,800
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in present additional funds of $155,784.00 under PL 94-30

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February , 19 77 .

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, February 11, 1977

FEDERAL AID PROJECT
NO. I-80N-6(61)252 Safety

Hilgard-La Grande Section
Old Oregon Trail Hwy. in Union County

Revised Project Agreement

Type Code 6201
Roadway Overlay (Sta. 658+00 to Sta. "EB" 955+04)

Subtotal on previous estimate of May 7, 1976			$1,220,981.80
Previous Estimate			
Membrane Waterproofing (Br. No. 8428)	3,120 sq. yd.	10.00	$ 31,200.00
			31,200.00
Revised Estimate			
Membrane Waterproofing (Br. No. 8428)	Deleted by PA10		$ --
PA9 Deck Preparation (Town System Overlay (Br. #8428)			
Mobilization	Lump Sum		12,075.00
Temporary Illumination	Lump Sum		14,000.00
Temporary Protection & Direction of Traffic	Lump Sum		6,500.00
Temporary Signs	287 sq. ft.	7.00	2,009.00
Temporary Curb	1,098 lin ft.	4.00	4,392.00
Move Temporary Curb	2,196 lin ft.	1.00	2,196.00
Class 1 Deck Preparation	3,018.6 sq. yd.	7.76	23,424.34
Iowa System Concrete Mix	172.02 cu. yd.	190.00	32,683.80
Place and Finish Concrete Mix	3,018.6 sq. yd.	12.80	38,638.08
			135,918.22
		Increase	$ 104,718.22
	Subtotal		$1,325,700.02
	Engineering		132,569.93
	Total		$1,458,270.00

Type Code 6201

Roadway Safety (Sta. 658+00 to Sta. "EB" 955+04
Total same as prvious estimate of May 7, 1976 $1,179,241.00

Length of Project . . . . . 5.601 miles
Cost of Roadway (Paving) per mile $260,358.86
Cost of Roadway (Safety) per mile $210,541.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,458,270.00	$1,345,600.00	$112,670.00
Roadway Safety	1,179,241.00	1,088,200.00	91,041.00
TOTAL	$2,637,511.00	$2,433,800.00	$203,711.00

Group 1 - 100%
Contract 8234
Prefix 631-1085

8234

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-187		State Oregon
PROJECT REPORT NUMBER	5-14-76	County Union
MODIFICATION NUMBER 2	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number I-80N-6(61)252

STATE COPY

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,522,320	$ 2,522,320
Federal funds	$ 2,327,590	$ 2,522,320
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 18, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $194,730."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L L Smith
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8234

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-95
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 14 71 STATE COPY

Form Approved; O M B No. 04-R2089

State: Oregon

County: Union

Project Number: I-80N-6(61)252

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,341,692	$ 2,522,320
Federal funds	$ 2,160,914	$ 2,327,590
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon May 7, 1976

Federal Aid Project
No. I-80N-6(61)252

Hilgard-La Grande Section

Old Oregon Trail Hwy. In Union County

Revised Project Agreement Estimate.

Type Code 6201			
Roadway Overlay (Sta. 658+00 to Sta. "EB" 955+04)			
Subtotal on previous estimate of June 13, 1975			$1,134,130.00
Additional Approved Items			
PA 8 Excavate, Haul & Finish Subgrade	5,500 cu.yd.	2.25	12,375.00
PA 8 Temporary Protection & Direction of Traffic	All Required		3,227.00
PA 8 Place & Move Temporary Concrete Barrier	3,200 lin.ft.	3.60	11,520.00
PA 8 Aggregate Base	1,700 cu.yd.	9.26	15,742.00
PA 8 Bituminous Base & Asphaltic Concrete	4,414 ton	7.70	33,987.80
EWO 2 Class 3 Bridge Deck Preparation	All Required		10,000.00
			86,851.80
	Subtotal		$1,220,981.80
	Engineering		122,097.20
	TOTAL		$1,343,079.00
Type Code 6201			
Roadway Safety (Sta. 658+00 to Sta. "EB" 955+04)			
Subtotal on previous estimate of June 13, 1975			$1,013,063.00
Previous estimate			
Flagmen	1,500 hours	16.00	24,000.00
Revised estimate			
Flagmen	3,000 hours	16.00	48,000.00
PA 6 Temporary Protection & Direction of Traffic	All Required		3,383.00
PA 6 G-2 Concrete Inlets	30 only	618.00	18,540.00
PA 6 Trench Excavation	630 cu.yd.	8.80	5,544.00
PA 6 15-inch coated CMP	1,566 lin.ft.	11.40	17,852.40
PA 6 Extra for Pipe Under Pavement	1,140 lin.ft.	7.05	8,037.00
			$ 101,356.40
	Increase		77,356.40
	Subtotal		$1,090,419.40
	Engineering		109,041.60
	Total		$1,199,461.00
Credit for Guardrail Members and Posts	All Required		(20,220.00)
	TOTAL		$1,179,241.00

Length of Project . . . . . 5.601 miles

Cost of Roadway (Paving) per mile $239,792.72

Cost of Roadway (Safety) per mile $210,541.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,343,079.00	$1,239,390.00	$103,689.00
Roadway Safety	1,179,241.00	1,088,200.00	91,041.00
TOTAL	$2,522,320.00	$2,327,590.00	$194,730.00

Group 1 - 100%
Contract No. - 8234
Prefix - 631-1085

8334 SAVE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-149	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-16-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Union PROJECT NO. I-80N-6(61)252 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Hilgard Intchge., E. 5.65 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-14-75	5.601
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,341,692	$ 2,160,914

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G.L. Green *(Division Engineer)*

Date executed by
Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal Aid Project
No. I-80N-6(61)252 Safety

HILGARD-LA GRANDE SECTION

OLD OREGON TRAIL HIGHWAY

UNION COUNTY

Project agreement estimate.

Type Code 6201
Roadway Overlay (Sta. 658+00 to Sta. "EB" 955+04)

Aggregate Shoulders	6,000 ton	5.00	$ 30,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	45,000 ton	7.70	346,500.00
Class "E" Asphalt Concrete Mixture	13,500 ton	8.50	114,750.00
Class "C" Asphalt Concrete Mixture in Leveling Course	12,600 ton	8.50	107,100.00
Asphalt Cement in Mixture	4,720 ton	70.00	330,400.00
Portland Cement Additive in Class "E" Mixture	135 ton	50.00	6,750.00
Asphalt in Tack Coat	60 ton	130.00	7,800.00
Class 1 Preparation, Bridge No. 8425	3,500 sq.yd.	6.00	21,000.00
Class 1 Preparation, Bridge No. 8429	2,335 sq.yd.	6.00	14,010.00
Class 2 Preparation, Bridge No. 8425	616 sq.yd.	30.00	18,480.00
Class 2 Preparation, Bridge No. 8429	410 sq.yd.	30.00	12,300.00
Deck Resurfacing, Bridge No. 8425	4,116 sq.yd.	5.00	20,580.00
Deck Resurfacing, Bridge No. 8429	2,745 sq.yd.	5.00	13,725.00
Membrane Waterproofing, Bridge No. 8428	3,120 sq.yd.	10.00	31,200.00
Membrane Waterproofing, Bridge No. 8430	4,270 sq.yd.	10.00	42,700.00
Expansion Joint and Paving Dam	157 lin.ft.	40.00	6,280.00
Expansion Joint	237 lin.ft.	15.00	3,555.00
			$1,127,130.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,500.00
Stage Construction Striping (S.F.)	All Required	3,500.00
		$ 7,000.00
Subtotal		$1,134,130.00
Engineering		113,413.00
Total		$1,247,543.00

Type Code 6201
Roadway Safety (Sta. 658+00 to Sta. "EB" 955+04)

Furnishing Field Laboratory	1 only	2,800.00	$ 2,800.00
Mobilization	All Required		146,600.00
Temporary Protection and Direction of Traffic	All Required		35,000.00
Temporary Signs	2,900 sq.ft.	7.00	20,300.00
Temporary Barricades	90 only	90.00	8,100.00
Precast Concrete Curb in Place	4,070 lin.ft.	4.00	16,280.00
Moving Precast Concrete Curb	9,200 lin.ft.	1.00	9,200.00
Oversize Advance Construction Sign	2 only	4,000.00	8,000.00
Temporary Illumination	All Required		50,000.00
Flagmen	1,500 hour	16.00	24,000.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		30,000.00
Embankment in Place	38,100 cu.yd.	1.00	38,100.00
Trench Excavation	42 cu.yd.	30.00	1,260.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	400 M-gal.	6.00	2,400.00
18-inch Culvert Pipe	70 lin.ft.	13.00	910.00
24-inch Culvert Pipe	36 lin.ft.	20.00	720.00
36-inch Culvert Pipe	8 lin.ft.	35.00	280.00
Concrete Inlets, Type D	2 only	600.00	1,200.00
Concrete Inlets, Type G-2MA	6 only	750.00	4,500.00
Concrete Inlets, Type M-O	1 only	1,100.00	1,100.00
Concrete Inlets, Type M-E	1 only	1,100.00	1,100.00
Concrete Inlets, Type Special	1 only	850.00	850.00
Guard Rail, Type 2A	21,163 lin.ft.	4.00	84,652.00
Guard Rail, Type 3	25 lin.ft.	12.00	300.00
Modified Metal Median Barrier	5,700 lin.ft.	8.00	45,600.00
Guard Rail Anchors, Type 1	3 only	300.00	900.00
Guard Rail Anchors, Type 2	11 only	250.00	2,750.00
Extra for Guard Rail Bridge Connections	2 only	400.00	800.00
Rail End Pieces, Type A	11 only	25.00	275.00
Rail End Pieces, Type C	3 only	150.00	450.00
Type 2 Fence	24,690 lin.ft.	1.50	37,035.00
Type 2 Modified Fence	8,150 lin.ft.	1.70	13,855.00
6' Single Gates	1 only	230.00	230.00
16' Single Gates	1 only	350.00	350.00
Concrete Barrier	24,738 lin.ft.	12.00	296,856.00
Paved Culvert End Slopes	460 sq.ft.	8.00	3,712.00
26' Cattle Guard	2 only	7,000.00	14,000.00
28' Cattle Guard	2 only	7,000.00	14,000.00
32' Cattle Guard	2 only	7,300.00	14,600.00
Guide Posts	270 only	15.00	4,050.00

Signing			
Removal of Existing Sign Installations	All Required		5,000.00
Painted Wood Sign Posts	All Required		10,000.00
Sign Support Footings	All Required		5,000.00
Breakaway Sign Posts	All Required		10,000.00
Special Single Sign Support	All Required		4,000.00
Type "A" Signs in Place	149 sq.ft.	16.00	2,384.00
Type "D" Signs in Place	58 sq.ft.	8.00	464.00
Move and or Modify Existing Signs	All Required		10,000.00
Exit Number Sign Supports	All Required		$ 10,000.00
			$1,008,963.00
Anticipated Items			
Temporary Erosion Control (E.W.)	All Required		$ 2,500.00
On-the-Job Trainees (2 @ $800) (E.W.)	All Required		1,600.00
			$ 4,100.00
	Subtotal		$1,013,063.00
	Engineering		101,306.00
	Total		$1,114,369.00
Credit for Guard Rail Members & Posts (S.F.) (Posts 1,400 @ $1.05) (Rails 375,000 lbs. @ $0.05)	All Required		(20,220.00)
	Total		$1,094,149.00

Length of Project - - - - - - - - 5.601 Miles
Cost of Roadway Paving Per Mile $222,735.76
Cost of Roadway Safety Per Mile $195,348.87

Retained in Program Status

Class 3 Bridge Deck Preparation	All Required	$ 10,000.00
Remove Paint from Guard Rail to Remain in Place	All Required	3,300.00
	Subtotal	$ 13,300.00
	Engineering	1,330.00
	Total	$ 14,630.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,247,543.00	$1,151,233.00	$ 96,310.00
Roadway Safety	1,094,149.00	1,009,681.00	84,468.00
Subtotal	$2,341,692.00	$2,160,914.00	$180,778.00
Retained in Program	14,630.00	13,500.00	1,130.00
Total	$2,356,322.00	$2,174,414.00	$181,908.00

Group 1 - 100% ,000.00

Contract No. 8234

Prefix No. 631-1085

HILGARD-LA GRANDE SECTION

NONPARTICPATING - STATE WORK

State Responsibility for Damages	All Required	$ 5,000.00

8234

/5

January 28, 1977

Peter Kiewit Sons' Company
P. O. Box 1635
Walla Walla, Washington 99362

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8234 for work on the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 61 days is granted. This will delete all time liquidated damages. This is due to several price agreements (Nos. 6, 8, 9 and 13) which added significant work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 24, 1977

FILE: CON 5 #8234

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Hilgard-La Grande Section
Contract No. 8234
Request for Time Extension

Peter Kiewit Sons' Company requests a complete extension of 61 days because of work added by price agreements and the last time counted (after 9-27-76) being for only minor signing work.

Three added price agreements (6, 8 and 9) were significant. These added a grade revision to get better vertical clearance at the Upper Perry O'Xing, substituted bonded structural overlay on Lower Perry structure and added 30 inlets with drains for median. Actual net increase in cost of the project is about 12 percent of the original contract. On just a simple time-money basis, this would justify 39 days.

The last 27 days charged up to the actual completion date of 10-25-76 covered only work on 5 signs; 3 of them were very minor and one had been added by P.A. 13. This was subcontracted work and problems on the P.A. sign seem to have controlled the schedule. The work was done in only 2 days when the sub got back on the project. A stop work order could have been utilized for about 23 days.

We therefor concur in the Region recommendation for a complete time extension to delete the 61 days at $300 per day. (Engineering is over the revised authorization only 7 percent.)

This is an Interstate project and the extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
FOR

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8234 Contractor Peter Kiewit Sons' Co.

Highway Old Oregon Trail

Section Hilgard-La Grande

Kind of Work Grading, Paving, Structures, & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Recommend 46 additional calendar work days be granted making the total for the contract of 366.

SEE ATTACHED LETTER for reasons I am recommending the 46 additional days.

Construction Section recommends 61 days time extension of contract time due to several price agreements (6, 8, 9 and 13). This will delete the 61 days at $300 per day.

Recommended for Approval:

Division Engineer
REGIONAL CONSTRUCTION ENGINEER

for Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 8234

Project designation FAI I80N-6(61)252 (State-Federal)

Date awarded June 10, 1975

Work started July 21, 1975

Per cent completed 100%--10/25, 1976 (Date)

No. of Workdays Allowed 325

No. of Workdays Used 386

No. of Added Workdays Requested 61

SP*6896-724

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 14, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 386 days, within which to complete our Contract No. 8234, without the assessment of liquidated damages. The said contract is described as follows:

Hilgard-La Grande Section, I80-N

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

Pete Kiewit Sons Co.
Contractor

By [signature]

CONSENT OF SURETY

Date December 27, 1976

We, The Aetna Casualty and Surety Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 12, 1977

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Time Extension Request
Hilgard-La Grande Section
Contract 8234
Union County

Attached is a request for time extension from Peter Kiewit Sons' Company with a letter of justification from the contractor and Resident Engineer. The pertinent information is listed below.

Date of Award	June 10, 1975
Workdays Allowed	325 Calendar Workdays
Workdays Charged	386 Calendar Workdays
Workdays in Excess	61 Calendar Workdays
Contractor's Request	61 Calendar Workdays
Resident Engineer's Recomm.	46 Calendar Workdays

The Resident Engineer and the contractor have agreed on the two items that warrant consideration for a time request. They are an excessive amount of extra work and time charged after all work was substantially complete.

Extra Work

Monthly Estimate No. 12 shows a total of $330,000 on Price Agreements. Without going into a great deal of detail on the impact of each PA, it seems it would be reasonable to assume that these did constitute a major impact to the job. The amount of time Peter Kiewit Sons requested was based on $271,000 of additional work. The Resident Engineer used $252,812. We would suggest that Peter Kiewit Sons' figures be used and grant the 41 days (12.7 per cent).

Is not o-run.

why not use Hall? g.b.

Days Charged After Work was Substantially Complete

Weekly Reports show median rail work was completed September 28, 1976. Workdays were charged through October 25, 1976. We, therefore, recommend the 27 days between this period should not be charged.

The total days that can be justified are 68 days. We, therefore, recommend that the liquidated damages be dropped. Engineering underran on this project.

DDA/dlm
Attachments

cc: H. M. Fillmore

12% not o-run = 39 days.
27
66

Routing

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JAN 17 1977 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

FORM S-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon

DATE December 30, 1976

TO Dale, Allen
Regional Construction Engineer

FROM H. M. Fillmore
Resident Engineer H M Fillmore

RE ☐ RCE ☑ RBE ☐ RME ☐
ROE ☑ JAN 1 1977 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

SUBJECT Request for extension of Time
Hilgard-La Grande Section
Contract #8234

Enclosed are completed forms and copy of letter from the contractor, Peter Kiewit Sons' Co., regarding a request for extension of time on the subject project. The contract time was 325 calendar work days and the days charged to the contract was 386 days or 61 days in excess. In analysing the project work and progress for consideration of an extension of time, I believe, the following factors are pertinent:

1. The contract was awarded June 10,1975.

2. The three main items requiring work coordination were concrete overlay of two bridges (later 3 bridges), paving, and construction of concrete median barrier.

3. The logical sequence from both the contractor's and State's preference was (1) overlay bridges; (2) paving: and (3) construct concrete median barrier.

4. With this sequence in mind and after some discussions with the State concerning the contract provision that "concrete median barrier shall be constructed during the same construction season as the base course of asphaltic Concrete pavement", the contractor wisely decided not to attempt any paving in 1975.

5. During the winter of 1975 the contractor discussed with me a good starting date in the spring and they suggested May 14th, which was agreeable with me, as the area of the job remains cold and often has snow showers until about June 1st.

6. Paving was started May 14th and completed July 1st. 67,750 tons were laid in 33 working days, which I would consider adequate progress.

Request for extension of time con't.

7. Placement of median barrier was begun 2 weeks after the completion of the paving on July 12th and placing the barrier was completed August 27th. Cleaning, patching, painting and attaching the concrete barrier to the metal barrier was completed September 28th. It was during this period, August 27th to September 28th, that, in my opinion, ~~that~~ the work did not progress satisfactorily. The work crew was cut to the minimum. The crew during this period consisted of 4 men and they were cleaning, patching, and painting barrier; connecting concrete barrier to metal barrier; installing guard rail blocks; aligning guard rail; installing guide posts, paddles & reflectors. In my opinion an 8 man crew could have been used and the work completed a week to two weeks sooner.

8. ~~All work that interferred with the normal flow of traffic was completed September 28th.~~ The only work remaining at this point was construction of an informational sign (La Grande8, Baker 52) on a price agreement, one contract informational sign (Entering Seenic Wayside), and three Exit signs to be put on existing signs. The signing contractor delayed the remaining contract signing in order not to have to send a crew in twice for 2 or 3 days work. The price agreement sign work was delayed due to the contractors error in not notifying his subcontractor that the price agreement had been approved and a further delay was encountered when the post supplier goofed and had to rebuild the breakaway post.

PA 3, 13

9. The final contract amount for the original contract items was 98% of the original contract amount, which I believe, is insignificant for or against any allowance for an extension of time.

10. We negotiated 3 price agreements, Nos. 6, 8, & 9, which amounted to $252,812.20 added to the contract.The total final contract amount, therefore, was 109.9% of the original contract amount.

Figures under runs

11. It is probable that the work on P. A. No 8, lowering the grade under the Upper Perry O'xing, delayed completion of the project, in that without this work the contractor could have paved out the first half of the job first, which would have allowed the subcontractor to begin placing median barrier probably 2 weeks sooner. This idea was discussed and then abandon due to the restricted traffic flow past the grade lowering work.

In analysing the above factors I feel the contractor is entitled to additional work days on factor No. 10 in ratio to the contract time. This would be 9.9% of 325 or 32 additional calendar work

days. With 32 additional days added to the contract the contract time would have been extended to and include September 22nd.

In reviewing factors 1 thru 5, I feel it was a definite advantage to the State and Resident Engineer not to do any paving in 1975. I also believe that May 14th, factor No. 6, was a realistic date to start A.C. paving in the area of the project. In reviewing my diaries I find that there were only 10 days of decent paving weather in the six weeks prior to May 14th.

Using May 14th starting date, which was the critical point towards completion of the project and allowing one week for the median barrier work to begin after completion of paving, September 22nd still appears to be a resonable and fair date for the project to be completed.

There should be no further consideration of extension of time beyond the 32 days due to factor No. 11 for two reasons. The dollar volume of work is included in the extension of time recommended due to added work to the project (32 days). Secondly, even with the possible delay due to work of P.A. #8 the project still would have been completed by September 22nd if the median barrier crew had been on the job one week earlier.

Only took 3 days to do it,

The project was delayed 27 days from September 28th to October 25 by a minor amount of signing work, factor No. 8. All signing work was completed August 19th except that outlined above in factor No. 8. The remaining contract work was not completed at that time as the contractor was short one reinforcing basket for one sign footing and 3 extension brackets for the exit signs. In addition it was discovered about the middle of August that the subcontractor had not been advised of the approval of P.A. #13 for an additional Type "A" sign, breakaway post, and footing. The P.A. was approved in Salem June 22nd, but the subcontractor, Stillwell Gerard, was not aware of its approval until about 2 months later. There was then a foul up in the fabrication of the sign post and it was not shipped to the job until October 20th. The sign work was then completed by October 25th.

A Monday

In view of the fact that the roadway was complete for the public's use as of September 28th, that part of the remaining work was extra work, and that the remaining work required such a few man hours of work, I feel that the State would be justified in allowing an extension of 14 days time for this portion of the project completion delay.

why just 14?

I would, therefore recommend an extension of time of 32 days plus 14 days or 46 days on this contract.

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

December 14, 1976

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, WA 99362

H. M. Fillmore, Resident Engineer
Oregon State Highway Department
210 Dora Street
Troutdale, OR 97060

Re: Hilgard-La Grande Section
Contract No. 8234
Job No. 5218 - LA GRANDE
TIME EXTENSION
Serial Letter #WW-74

Dear Sir:

We respectfully request a time extension of 61 days for the following reasons: (1) Additional work totaling almost $271,000 was added by price agreement to this contract. This is an increase of 12.7% over the original contract amount. If we are to assume that the 325 calendar workdays originally alloted was the amount of time that the O.S.H.D. estimated it would take to complete the work, then an increase in work days of 41 would be consistent with the amount of work added to the contract. This would extend the completion date to October 5.

(2) As of September 27, 1976, all work was completed with the exception of a minor amount of sign work. This work consisted of one informational sign on price agreement and adding a few clips to existing signs.

The minor amount, as well as the nature of the work that remained after September 27, did not delay or restrict the use of the project. Therefore, we request a time extension of 61 days to cover the excess days used between the original completion date of August 21 and October 25.

Very truly yours,

PETER KIEWIT SONS' CO.

Joe A. Hall
Area Engineer

JAH:gmf

cc: Vancouver
Stillwell-Gerard
WW File

DEPARTMENT OF TRANSPORTATION

8234

1

OREGON STATE HIGHWAY DIVISION

December 13, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.
Contracts 8234 & 8413

Please transfer $120,000 in securities deposited in lieu of retainage on contract 8234 to our contract 8413 with Peter Kiewit Sons' Co. Your safekeeping receipt #2014 was issued in exchange for the deposit on contract 8234.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C. Barrett

8234

OREGON STATE HIGHWAY DIVISION

December 1, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Peter Kiewit Sons' Co.
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker

Re: Contract 8234

Retainage requirements on your contract 8234 with the Highway Division have been reduced to $10,000. Presently, you have $130,000 in securities in lieu of retainage pledged to this contract.

Please let us know how you wish to take care of these securities (release or transfer to another contract).

V.E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

cc: C.W. Head
R. Church
C. Barrett

5234

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hilgard-La Grande		WEEK ENDING: November 12, 1976
		SECTION PREFIX: 631-1085
HIGHWAY: Old Oregon Trail		COUNTY: Union
NAME OF JOB: Hilgard-La Grande	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 8234	FEDERAL AID PROJECT NUMBER: I-80N-6(61)252
DATE OF CONTRACT: 6/10/75	DATE WORK STARTED: 7/21-75	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: Work 325 / SPECIFIED CALENDAR DAYS	WORK DAYS USED: Work / CALENDAR DAYS USED 386
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 118.8%
PROJECT AUTHORIZATION: $2,695,569.38	ENGINEERING AUTHORIZATION: $193,122.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9%
EXCLUSIVE OF ENGINEERING: $2,502,446.58	This Week $467.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.9%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,345,528.40	ENGINEERING COST TO DATE: $188,015.48	DATE PROJECT WAS COMPLETED: October 25, 1976
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: -6.3%	PERCENT OF AUTHORIZATION: 97.4%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			5.72	5.72			5.72
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			ALL CONTRACT WORK COMPLETED. REMAINING WORK IS SEEDING AND MULCHING STOCKPILE AREA BY STATE FORCES. TENTATIVELY SET FOR LAST HALF OF NOVEMBER.				
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			THIS IS THE FINAL REPORT				
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Reading
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
NOV 15 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	2 MEN ON SEMI_FINAL 2 men setting reference posts and paddles.
TUESDAY	2 men on semi-final
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted November 9, 1976

SIGNED J M Fuhlmore LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8234 10-27-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.:)N-6(61)252

STATE PROJECT NO.: Hilgard-La Grande

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-827

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-14-75	10-1-76	Interstate 80N	Primary 6

GENERAL LOCATION:

I80N Hilgard Interchange east 5.65 miles.

GENERAL DESCRIPTION OF WORK:

Seed, mulch and fertilize stockpile area and slopes at Orodell quarry.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~ANY ACCEPTED~~ XXXXXXX
XXXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-1-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $2,475 - Federal Funds $2,280.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-76	E. L. Tolach	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-155

SP*770672-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 7, 1976

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Power Line Agreement
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County
Contract No. 8234

RAILROAD COMPANIES
FILE No. 8.2.c

The State's fully executed counterpart of the Power Line Agreement between the Oregon-Washington Railroad & Navigation Co. (Union Pacific Railroad Co., Lessee) and the State Highway Division has been handed to Velda DeGuire, after which it will be forwarded to you for your permanent files. A copy of this Agreement is enclosed for your temporary use. This Agreement grants the State the right to construct power lines over Union Pacific Railroad right of way for work incident to the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhereing to the requirements of Sections 2, 4, 5, 6, 8 and 10 of the Agreement. All Section Heads should thoroughly review the Agreement to understand the responsibilities their Section must fulfill under the terms of this Agreement.

JEC:jr
Attach.

cc: G. L. Green w/copy agmt.
J. B. Boyd w/original agmt. & copy agmt.
W. J. Hart w/copy agmt.
C. T. Keasey w/copy agmt.
D. E. Swan w/2 copies agmt.
V. E. Skoog w/copy agmt.
J. L. Sollis
W. E. Schwartz w/copy agmt.
H. M. Fillmore w/copy agmt.

8/18 noted in book agmt.

RECEIVED
JUL 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8234

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

May 20, 1976

FILE: CON 5

FROM: H. M. Fillmore
Resident Engineer HMF

TO: W. E. Schwartz
Region Engineer

SUBJECT: Accident - 5/11/76
Hilgard-La Grande Sect.
Contract # 8234

Herewith five copies of accident report on subject accident, including four pictures. The contractor took pictures at the scene, arriving there about 10 minutes after it happened, as did my inspector, John Allen. The contractor, PKS, said they will give me a set of their photos.

The State Police report intimates things that are not exactly right. For instance, it says that due to construction, there is a sharp curve with visibility of 200 yards, with traffic confined to one lane in each direction. The curve is a 6° curve that has always been there. The disabled truck could be seen from more than 1000 ft., as you can see in the photos. The disabled truck was at about Station 793+20, and was visible from at least Station 803+25. The restricted lane ends at Station 800, nearly 700 feet ahead of the disabled truck. It can therefore be assumed, I think, that all five vehicles were out of the restricted lane when the action took place.

Also, a minor point, the speed limit through this area is 35 MPH and not 45 MPH, as stated in the police report.

It is obvious the accident was due to too much speed and/or following too close.

RLS

Voted
Kate Allen

cy W. E. Schwartz
Asst. Dist.
Traffic Engr.
Pendleton

RECEIVED
MAY 25 1976
Oregon State Highway Division

PE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ MAY 21 1976 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

Form E-380

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident May 11, 1976 Time of Accident 7:50 AM (A.M. or P.M.)

Name of Driver See back of page Name of Deceased (if any) None

Date of Field Investigation May 11, 1976 County Union

Highway Name Old Oregon Trail Highway Number 6 Route I80N

General Location Westerly end of Bridge 8425 - Upper Perry

Mile Post 256.15 Posted Speed 35 MPH (Construction)

Check Appropriate Items:

Type of Culture
___ Heavy
___ Moderate
___ Light
X None

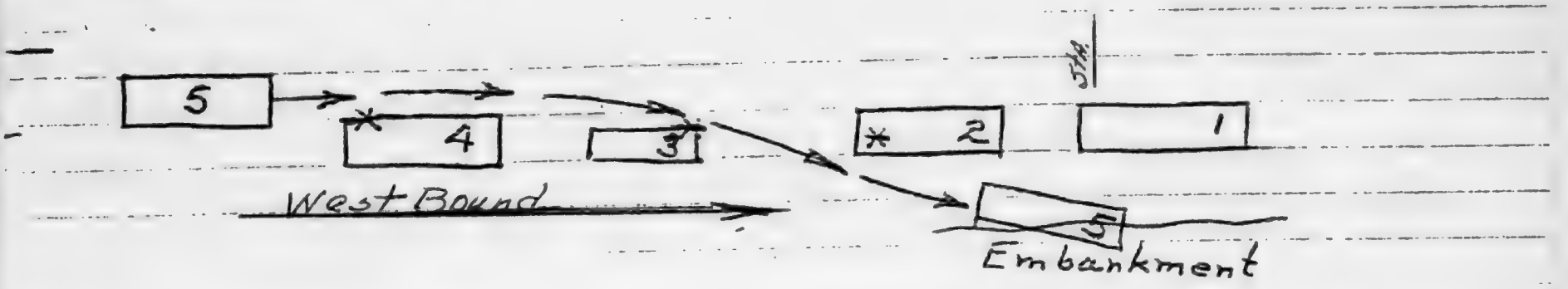
Surface Condition
X Dry
___ Wet
___ Snow or ice
___ ___ (Other)

Grade (in direction of Vehicle's travel)
___ Level
___ Hillcrest
X Approx. 3.75 % descending
___ Approx. ___ % ascending

Lighting
X Daylight
___ Dawn or Dusk
___ Darkness Illum.
___ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions



Description of Accident: Using John Allen's vehicle numbers: #1 came to emergency stop at approx Station 793+20. #2 (Semi-truck) stopped behind #1, #3 (Forest Service) avoided #2 and pulled to the right some. #4 stopped. #5 couldn't stop, tried to go left of #4, hitting him in left rear corner. Impact threw #5 out of control, and between #s 2 and 3, clipping both of them. He continued on into the ditch on the right and laid against cut slope at Station 793+50+/-. Due to bridge construction there was a lane restriction to Station 799 of 14' 6". At 799 the restriction ends and westbound width is 52' wide to 38' wide (normal) at Station 794. Disabled vehicle could be seen for a distance of approx. 1000 '. Accident caused by #5 following too close. Sight distance good. Curvature 6°.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: **Assistant State Highway Engineer**
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator H M Fullmer

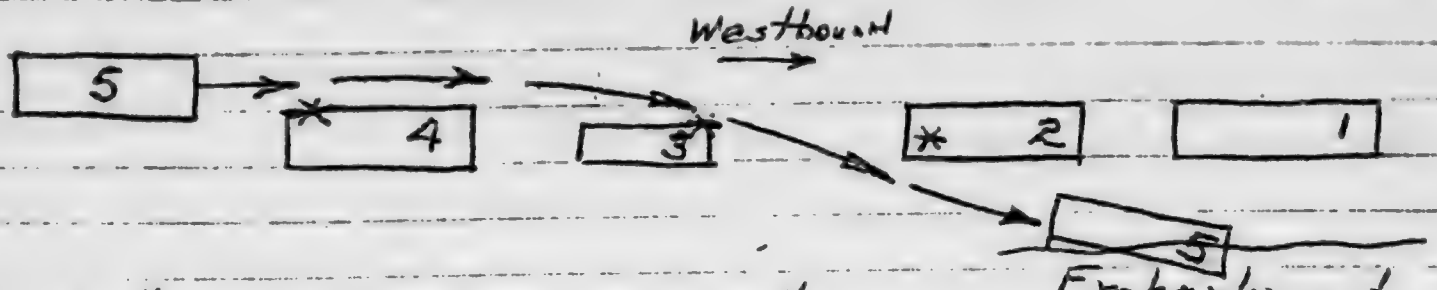
Title Resident Engr

5-20-70

SP*52593-734

Memo to Accident File — May 11, 1976

Contract 8234 — Prefix 631-1085



Vehicle #	Desc.	Lic #	
1	Semi Truck	Kan 18410	Allen Read driver
2	Semi Truck		Santry Trk Inc.
3	Pickup	A164484	U S Forest Service
4	Semi Truck	Wa 33130	Farm Supply Dist.
5	Semi Truck	Wa 22114	Farm Supply Dist.

* Points of impact by # 5

Truck # 1 lost his air hoses and his emergency brakes stopped him in edge of travelled lane at end of bridge # 8425 Westbound Lane — The traffic was restricted to one lane across the bridge and had opened to 2 lane traffic at about the point of impact with truck # 4. Trucks # 2 & # 4 and pickup # 3 had stopped for Truck # 1 Truck # 5 was not able to stop and did not have sufficiant room to go by truck # 4 without hitting left rear corner. This collision tore cab of truck 5 loose from frame and jammed throttle open. Truck # 5 then tried to go between Truck # 4 and Pickup # 3 and again lacked sufficient room and hit both of them and then continued across road side ditch and into embankment. Weather clear & dry with visibility across bridge about 1000 ft. No apparent reason why truck 5 could not have stopped. Melvin Fredricks a state employee was at the scene of the accident when it occurred.

John W. Allen
Inspector

H B Fullmer
Dist Engr

hm1

TRAFFIC ACCIDENT REPORT – POLICE

STATE OF OREGON ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE Dept. State Police City _____ County Union Page 1 of 3 Pgs

Case No. _____ Classification: _____

1. ACCIDENT INVOLVED: ☐ One Other MV ☒ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Other ☐ City, County, State Property Damaged Describe: U/K

COMPUTER ENTRY: Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

Distribution: _____

ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Do Not Write In This Space

2. Date Occurred	3. Time Occurred	4. Reported Date	5. Reported Time
05-11-76	7:50 ☒ AM ☐ PM	05-11-76	8:00 ☐ AM ☐ PM

6. Location of Occurrence (Route No. or Name): I-80N

7. At Intersection of (Route No. or Name): _____

8. If not at Intersection ☐ Feet ☒ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.): Perry Intersection

9. Mile Post: 256.1

10. ½ Miles N ☐ S ☐ E ☐ W ☒ of La Grande (Nearest City)

INJURY CODE: (Mark the first one that applies) K – DEAD BEFORE REPORT MADE A – INCAPACITATED – Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B – NONINCAPACITATED – Lump, Abrasions, Cuts C – POSSIBLE – Momentary Unconsciousness, pain, nausea, limping D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – 0; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last)	(First)	(Middle)	Sex	Race	D.O.B.	Seat Belt	X	In
	SMI[illegible],	ROBERT	MARK			[illegible]			

Computer ☐ 12. Address: 6926 Tennessee Lane, Vancouver, WA

19. Operator License No.: [illegible]2K | 20. Issuing State: [illegible] WA | 21. Type (Specify): Combination

22. Residence Phone: Unk | 23. Business Phone: Unk

Seat | 24. Occupant's Name | Sex | Race | D.O.B. | Seat Belt | X | In

Passenger | [illegible]WOOD, DON

Computer ☐ 25. Address and Phone: 9121 S.E. Oatey, Portland, OR

26. | 27. | 28. | 29. | 30. | 31.

32. | 33.

34. | 35. | 36. | 37. | 38. | 39.

40. | 41.

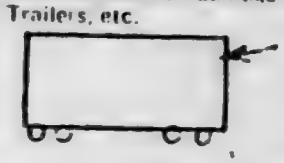
42. | 43. | 44. | 45. | 46. | 47.

48. Owner's Name and Address: All vehicles SMITH PACKING CO., 11650 S.E. Pacific Hwy, Portland, OR.

49. Odometer Reading: Unk

59. Damage Scale: 1

60. Damage Sustained. Sketch damage to Motorcycles, Trailers, etc.



50. License No.	51. License State	52. License Year	53. Veh. removed by/to
[illegible]1990997	OR	1976	Driver

54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
[illegible]976	Utility Hitch	5000 Pkl-Trr	Van Caboose	Red

Is Vehicle Drivable? ☒ Yes ☐ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last)	(First)	(Middle)	Sex	Race	D.O.B.	Seat Belt	X	In
	SALLEE,	JOEL	DALE			[illegible]			

Computer ☐ 62. Address: Rt. 2, Box 2147, La Grande, OR

69. Operator License No.: 1[illegible]3663 | 70. Issuing State: OR | 71. Type (Specify): Drivers

72. Residence Phone: 963-[illegible]86 | 73. Business Phone: ---

Seat | 74. Occupant's Name | Sex | Race | D.O.B. | Seat Belt | X | In

FR | [illegible]ALLEE, [illegible]

Computer ☐ 75. Address and Phone: 1911 Oscar Street, La Grande, OR.

82. | 83. 1904 H Avenue, La Grande, OR

BR | BLIACH, STEVEN

76. | 77. | 78. | 79. | 80. | 81.

84. | 85. | 86. | 87. | 88. | 89.

90. | 91.

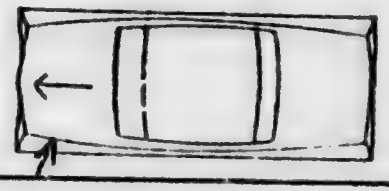
92. | 93. | 94. | 95. | 96. | 97.

98. Owner's Name and Address: U.S. Forest Service, Box 907, Baker, OR

99. Odometer Reading: 12,961

109. Damage Scale: 2

110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.



100. License No.	101. License State	102. License year	103. Veh. removed by/to
A1440h	U.S.Govt	Permanent	Driver

104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color
1975	Dodge	Pickup	Clubcab	Green

Is Vehicle Drivable? ☒ Yes ☐ No

111. Actions Taken (Citations, etc.): [illegible] issued or contemplated – IT 84.7 LKO 05 11 76 2214 to 03H,EC,WRO (1pr I3C)

112. Primary Cause

113. Secondary Cause

Reporting Officer(s): [illegible] Public A. Montgomery, Trr.

Prec./Div. | Relief/Shift | Assn./Dist. | R/C Times | ARR: | CLR: | Approved by:

SP 2978 735

TRAFFIC ACCIDENT REPORT – POLICE

STATE OF OREGON ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE Dept. State Police City _____ County Union Page 2 of 3 Pages

Case No.:

Classification:

2. Date Occurred: 05-11-76
3. Time Occurred: 7:50 ☒ AM ☐ PM
4. Reported Date: 05-11-76
5. Reported Time: 8:00 ☐ AM ☐ PM

1. ACCIDENT INVOLVED:
☐ One Other MV
☒ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe: N/A

6. Location of Occurrence (Route No. or Name): I-80N

COMPUTER ENTRY:
Persons ☐ ____ Booking ☐ ____
Vehicle ☐ ____ LEDS ☐ ____
Crime ☐ ____ NCIC ☐ ____
Property ☐ ____

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

7. At Intersection of (Route No. or Name)

8. If not at Intersection ☐ Feet ☒ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.): .2 Perry Intersection

9. Mile Post: 256.1

10. 4 Miles N ☐ S ☐ E ☐ W ☒ of Nearest City: La Grande

INJURY CODE: (Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – 0; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 3 - MOTOR VEHICLE

DR | 11. FULL NAME (Last) | (First) | (Middle) | Computer #
LAMOUREUX, | CLYDE | GROVER

19. Operator License No.: GOOKYG | 20. Issuing State: IA | 21. Type (Specify): Combination

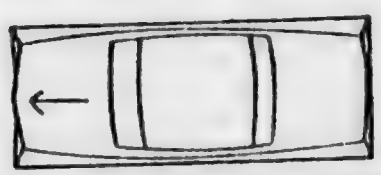
12. Address: R. 2811 Baine, Spokane, WA
22. Residence Phone: 484-3409 | 23. Business Phone: None

Seat	24. Occupant's Name	Computer #	25. Address and Phone
	32.		33.
	40.		41.

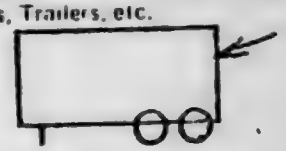
48. Owner's Name and Address: Both vehicles Farm Supply Dist., 11.710 Farr Rd., Spokane, WA

49. Odometer Reading: 15,250

59. Damage Scale: LF 1



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.



Is Vehicle Drivable? ☒ Yes ☐ No

50. License No.	51. License State	52. License Year	53. Veh. removed by/to
[illegible]	WA	1976	Driver
[illegible]2130	WA	1976	Driver

54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
[illegible]	Brown Peterbilt	Semi Trl Tra	Flatbed Cabover	Red White

63.	64.	65.	66.	67.	68.
[illegible]	[illegible]	05-21-32	L		

Sex | Race | D.O.B. | Seat Belt | X | Inj.

76.	77.	78.	79.	80.	81.
84.	85.	86.	87.	88.	89.
92.	93	94.	95.	96.	97

UNIT No. 4 - MOTOR VEH., PED., OTHER

DR | 61. FULL NAME (Last) | (First) | (Middle) | Computer #
JONES, | ROBERT | COLVIN

69. Operator License No.: 1255027 | 70. Issuing State: OR | 71. Type (Specify): Combination

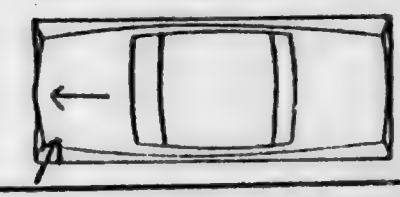
62. Address: 207 Grand Street, Enterprise, OR
72. Residence Phone: None | 73. Business Phone: 426-3409

Seat	74. Occupant's Name	Computer #	75. Address and Phone
	82.		83.
	90.		91.

98. Owner's Name and Address: Both vehicles Farm Supply Dist., 11.710 Farr Rd., Spokane, WA

99. Odometer Reading: 104,577

109. Damage Scale: LF 4



110. Damage Sustained. Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

100. License No.	101. License State	102. License Year	103. Veh. removed by/to
[illegible]2114	OR	1976	Kohrs Wrecker to their lot, La Grande (Non-pref.)

104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color
1967	Kenworth	Semi Trl Tra	Cabover	Silver Blue

111. Actions Taken (Citations, etc.): No GTC issued or contemplated
TT 0147 IC 05/11/76 1244 to OSH, KO, IKO (for ICC)

112. Primary Cause

113. Secondary Cause

Reporting Officer(s): [illegible] Eric T. Montgomery, Trr.

Prec./Div. | Relief/Shift | Assn./Dist. | R/C Times | ARR: | CLR: | Approved by:

114.Weather(x) one	115. Road Cond.(x) one	116.Light Cond(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR	☒ DRY	☐ DAYLIGHT	Skidmarks to Impact (ft.)	0	0	☐ YES ☐ NO	N/A
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after Impact (ft)	—	—	Describe: Cones blocking	INJURED TAKEN TO: N/A
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before Impact (MPH)	35	35	right lane with	
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	45	45	construction signs	BY: N/A
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES: NAME No RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:

INDICATE NORTH (By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

At this location, I-80N is a four lane east-west paved highway of asphalt construction divided by a guard-rail. At the time of the accident, this section of highway was under construction and reduced to one lane of traffic in each direction. At this location, the westbound lanes make a sharp left turn on a downgrade with visibility around the corner reduced to approximately 200 yards. At the end of the curve, a truck tractor and semi leased to Farmer's Grain Corp., 2700 Pennsylvania Avenue, Ogden, Utah, operated by Anthony Allen Russel Mead, Jr., of 2901 E. Touted Drive, Phoenix, Arizona, was disabled, partially blocking the traveled portion of roadway. The vehicle's air hoses were torn loose by the drive line, causing the trailer brakes to be locked up and immovable.

Vehicles were lined up on sequence, traveling west on I-80N through construction area at Upper Ferry. As vehicles rounded the curve and noticed the disabled semi and applied brakes, Unit #4 was the last to see the disabled semi and was unable to stop. Unit #4 struck the left rear of Unit #3 with right front of cab, continued up the left side of Unit #3 and struck the left front of Unit #2 with right rear trailer duals and right rear of Unit #1 semi with cab. Units #1 and #2 were struck simultaneously by Unit #4. Unit #4 continued into the right borrow pit, where it came to rest. The disabled semi was not struck by any of the vehicles.

Operator #1 stated in substance that he saw nothing behind him as he was trying to stop for the disabled semi, and did feel the bump when struck by Unit #4.

Passenger in Unit #1 was in the sleeper and saw nothing.

Operator #2 stated in substance that he was almost stopped when he saw Unit #4 unable to stop. Stated he drove as far into the borrow pit to the right as he could get when struck by Unit #4.

No statements were obtained from passengers.

Operator #3 stated in substance that he was westbound on I-80N in a line of vehicles when he saw the brake lights on Units #1 and #2 come on and likewise he applied the brakes. Stated he looked in the mirror and saw the cab lifting off Unit #4 as it struck the left rear of his trailer.

Operator #4 stated in substance that he was westbound through the construction area in a line of traffic when Unit #3 quickly slowed. Stated he couldn't get stopped so steered to the left trying to get around. Stated he struck all three vehicles and steered to right borrow pit to avoid a more serious collision.

No measurements were taken due to the urgency to get the roadway cleared. No citations were issued due to the congestion of the construction area and the mechanical failure of the disabled semi.

SUPPLEMENTAL, IF REQUESTED:

Form 46.-6/75

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☐ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to Impact (ft.)	0	0	☒ YES ☐ NO	N/A
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after Impact (ft)	—	—	Describe: Cones blocking	INJURED TAKEN TO: N/A
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before Impact (MPH)	35	35	right lane - signs	
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	45	45	construction area	N/A BY:
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

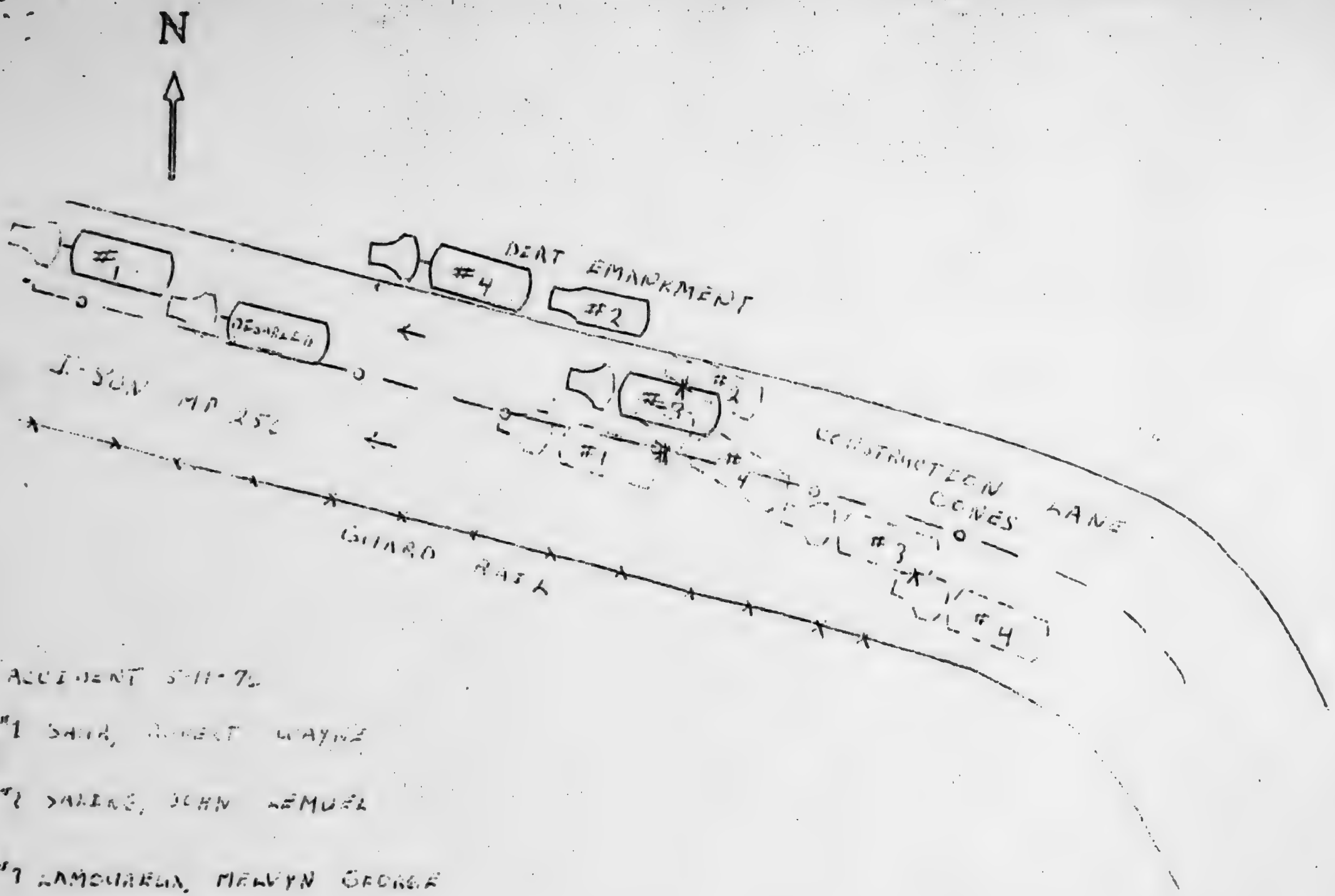
WITNESSES: NAME No RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH
(By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

SUPPLEMENTAL, IF REQUESTED:



ACCIDENT 5-11-72

#1 BAIR, ROBERT WAYNE

#2 BAIRD, JOHN SAMUEL

#3 ARMOUREUX, MELVYN GEORGE

#4 JONES, ROBERT COLVIN

Wreck 5/11/76 5/18/76
Hilgard - La Grande - Contr. #8234
Looking Westerly from
Sta 803+25 -

Mbreck 5/11/75 5/18/76
Hilyard - LaGrande Contr. #8234
looking westerly from
Sta #800 - Final Position Trk 1 & 5 in center

Contract 8234

Hilyard - LaGrand 5/18/76
J.M. Fillmore
looking westerly from
STA 805 - Shows Restricted LAND

8234

FORM 81-734-3030

SIC

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1976

FILE:
NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Terminal Expansion Joints
CRPCC Pavement

TO: H. S. Coulter
Assistant State Highway Engineer

During construction of the CRPCC pavement on the eastbound lanes of the Ladd Canyon-North Powder Section of I-80N it was decided, as an experiment, to modify the planned terminal anchor and expansion treatment at both ends of the Wolf Creek Structure.

Instead of the anchor system specified, only the sleeper-slab and I-beam expansion joint system was used at these two installations.

These were installed in the late summer or early fall of 1974 and, after two winters and one summer season, have performed at least as well as and apparently better than the other anchors which were installed as specified.

I am enclosing a brief report from Resident Engineer H. M. Fillmore and photographs of the Wolf Creek installations for your information.

As a result of this apparently successful experiment, we have modified the anchor system on several of the CRPCC termini on the northbound lanes of the South Tigard Int.-East Portland Freeway Int. project on I-5 as an extension of this experiment.

By a copy of this letter, I am asking Region Engineer Ed Hardt to monitor the performance of these joints over the next few years.

CTK:fr

Att.

cc: J. H. Versteeg
E. S. Hunter
W. E. Schwartz
E. L. Hardt
Maury Payne

RECEIVED
APR 28 1976
Office of
Assistant State Highway Engineer

4-28-76
REFER TO
FHWA - Hosman
BY ASST. STATE HWY. ENGR.
For your info. — Please
Return photos
HSC

FORM 81-7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

La Grande, Oregon

April 15, 1976

FROM: H. M. Fillmore
Resident Engineer HMF

SUBJECT: Terminal Expansion Joints
Ladd Canyon-N. Powder Seet.
Contract # 8234

TO: C. T. Keasey
Construction Engineer

Herewith pictures taken this date of the terminal expansion joints on the Eastbound lanes at the Wolf Creek Structure. Both joints are in excellent condition. The easterly, or southerly, one has 2 slight spalls in the wheel tracks of the outside lane. They are 12" to 15" long and ½" or so in depth.

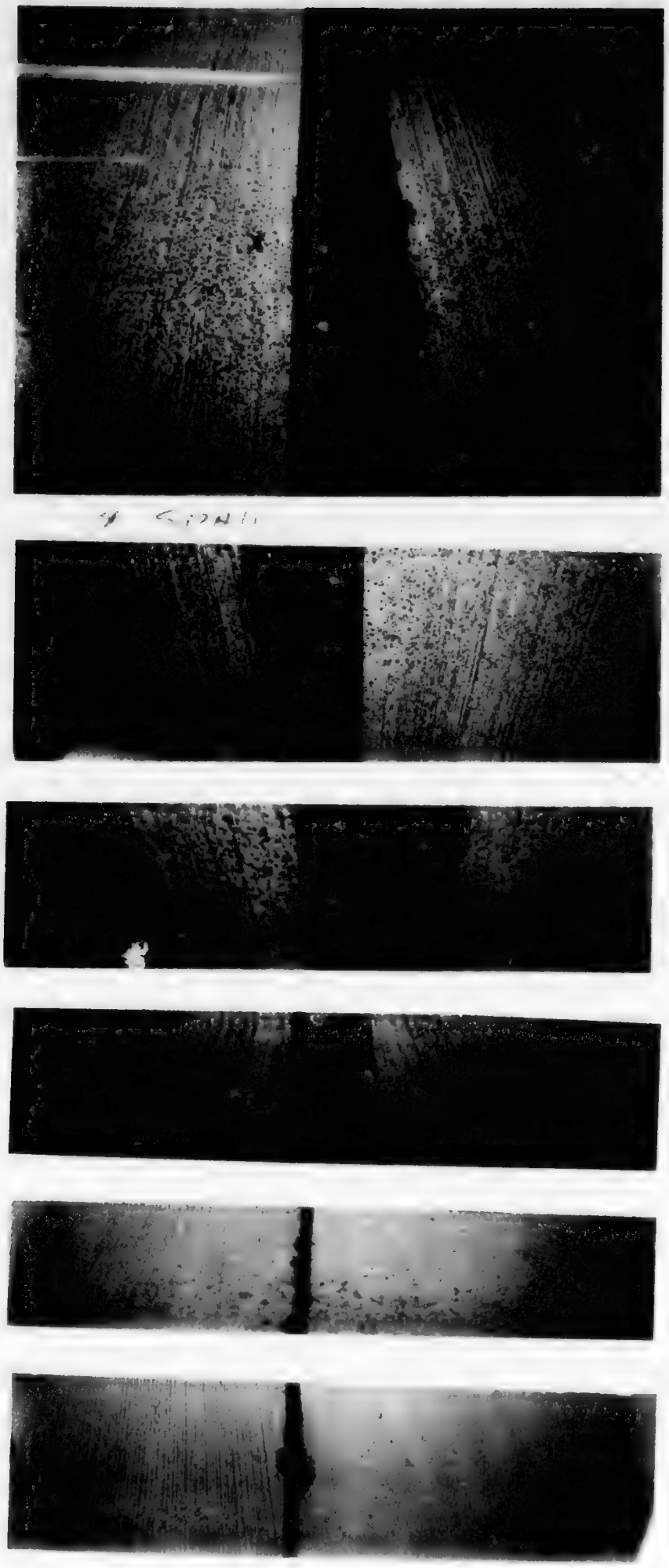
In contrast, on the Westbound lanes, at the fiber joint between the Continuously Reinforced Concrete and the reinforced panel, both joints are spalled quite badly for their entire length.

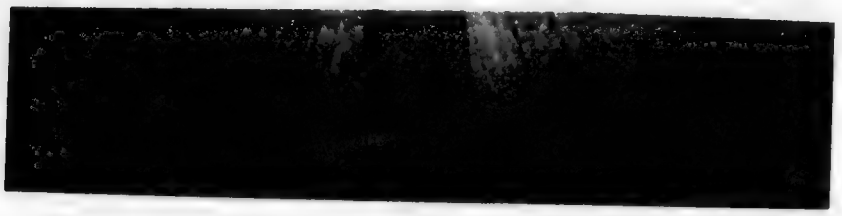
cc: W. E. Schwartz

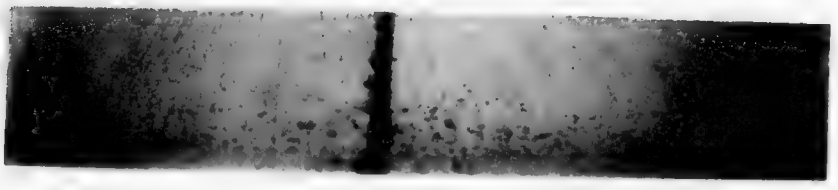
Reading
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
APR 19 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg

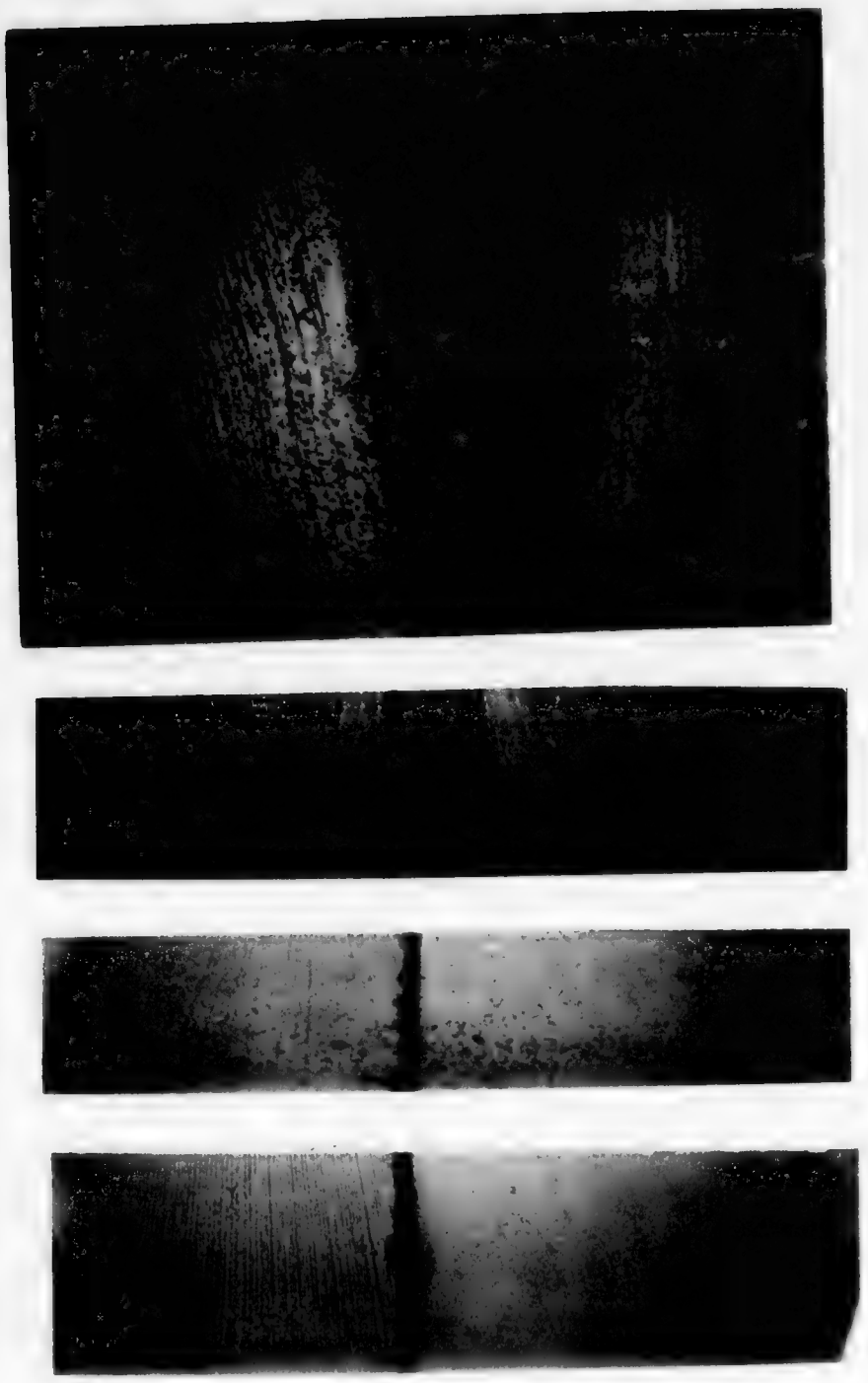






Easterly (southerly Joint)

EB LANES - 2 slight Spalls in Outside Travel Lane



...Canyon - N. Powder @ Wolf C...

2

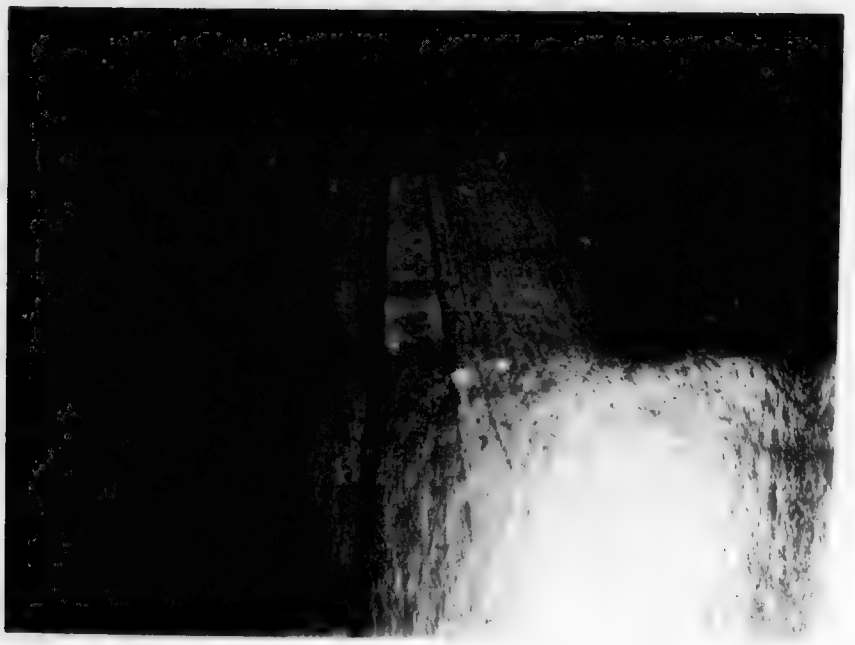
A

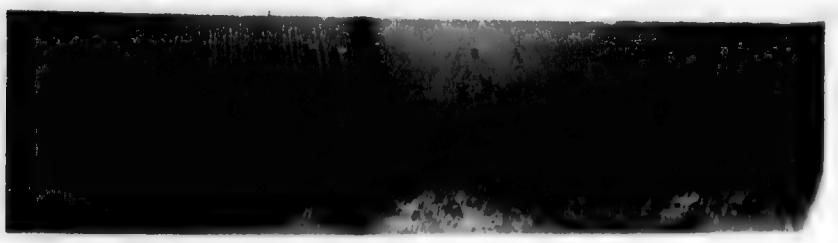
Terminal Exp. Joints 4/15/76

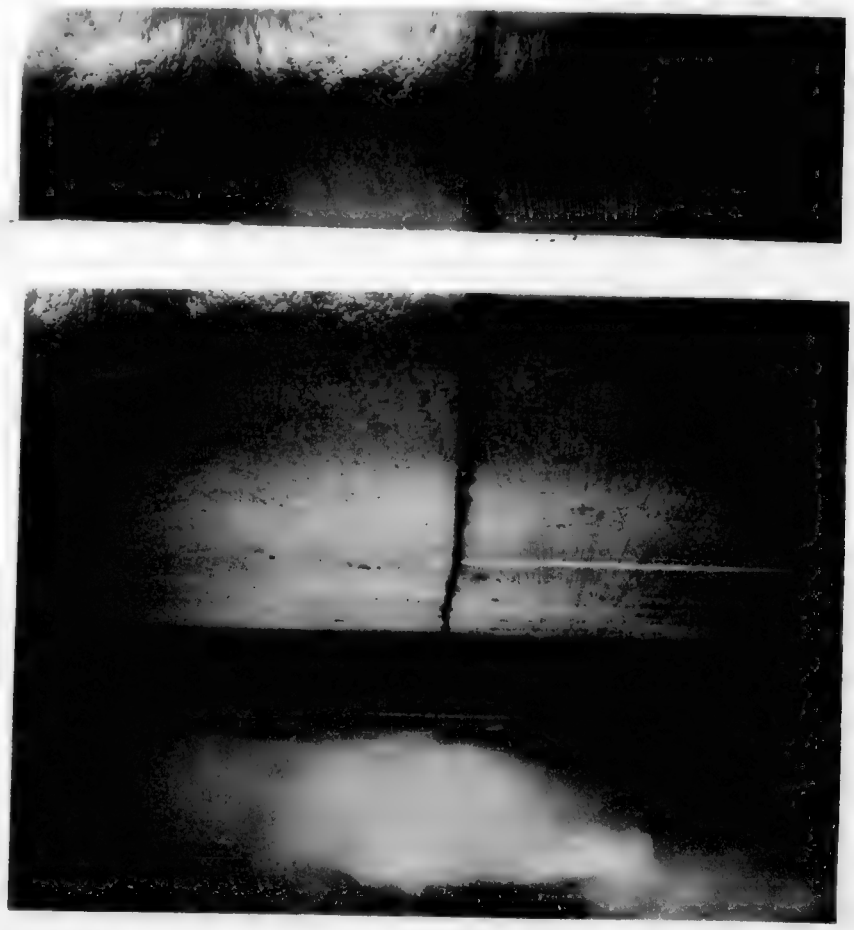
Ladd Canyon - N. Powder @ Wolf Creek

Westerly (Northerly) Joint

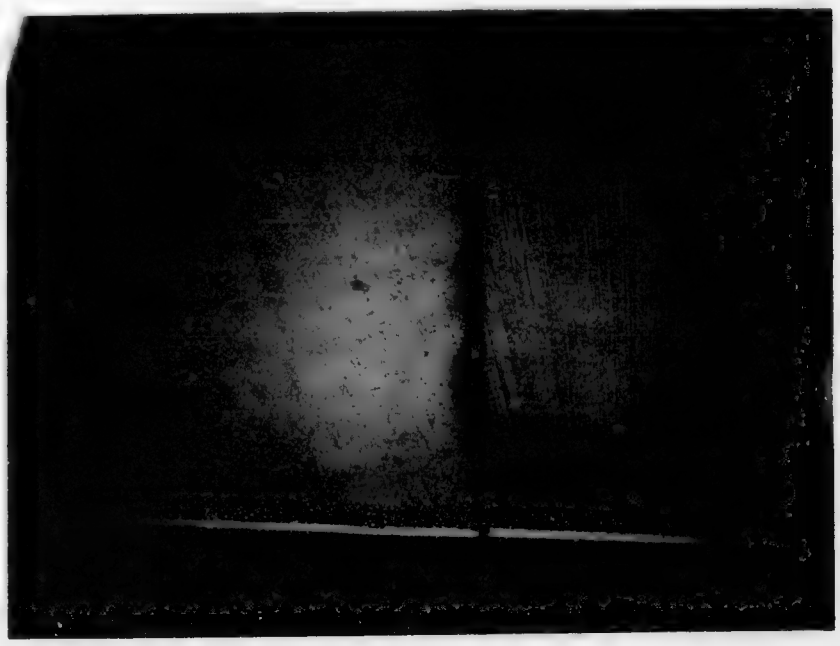
E.B Lanes - Excellent Condition No Spalls







Terminal Expansion 4-15-76
Ladd Canyon - N. Powder @ Wolf Creek
Westerly (Northerly) Joints EB
EB Lanes - Excellent Condition No Spalls



6.

Joint between Continuously Reinforced & Reinforced Panel 4-15-72

Ladd Canyon - N. Powder @ Wolf Creek

WB LANES - Easterly (or Southerly)

Joint - Spalled entire Length of Pvt.

35mm SLIDES

Printed in U.S.A.

1-80N

Salem, Oregon
April 21, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Dale D. Allen
Regional Construction Engineer
LaGrande

Replacement of Sign
Hilgard-LaGrande
Old Oregon Trail Highway
Union County
Contract No. 8234

Per request of letter dated April 16, 1976 from H. M. Fillmore, Resident Engineer, relative to replacement sign and support design information, we are enclosing four copies of Drawing 30941 and a sheet showing the design information and quantities. The support should be fabricated in conformance with Bridge Drawing No. 30941.

After the price agreement has been approved the attached prints should be distributed as follows: One to H. M. Fillmore for field inspection of the sign; one to Ed Rief for shop inspection purposes; two to the contractor, one for submittal to his sign fabricator (Pacemaker Industries) for fabrication of the sign and the other to the sign support fabricator.

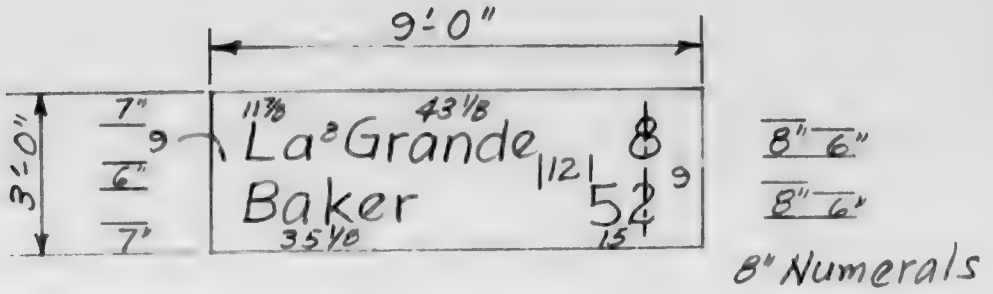
ALB:fw
Attach.
cc: C. T. Keasey - w/attach.
W. G. Beard

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

SIGN NO. 47 REPLACEMENT



SIGN 47
Type "A"

Border : 1"
Corners : 1"X6"

Support : TS 4X3X 3/16 @ @ 14# X 13'-0" ± (Total Wgt. 146#)
Footing : 2'-0" dia. x 3'-6" (Total Conc 0.41 Cu Yds)

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 16, 1976

FILE: CON 5

FROM: H. M. Fillmore
Resident Engineer

TO: J. H. Versteeg
Road Design Engineer

ATTN: W. G. Beard

SUBJECT: Sign Replacement and Relocation
Hilgard-La Grande Sect.
Contract # 8234

Please find enclosed a copy of a letter from Dale Allen, Region Construction Engineer, instructing me to prepare a price agreement for the replacement and relocation of a sign on subject section, presently located at Station 669+50.

I will need a sign plan from you showing dimensions, etc. The sign legend is 'La Grande 8 - Baker 52'. Please furnish me the information needed to get this work underway.

Very truly yours,

H M Fillmore

H. M. Fillmore
Resident Engineer

cc: Dale Allen

REFERRED TO
Beard WGB Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
APR 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 15, 1976

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

TO: H. M. Fillmore
Resident Engineer

LA GRANDE

SUBJECT: Sign Relocation
Hilgard-La Grande Section
Old Oregon Trail Highway
Station 669+50

Because the removal of borrow material adjacent to the above sign has caused a potential fixed object (dirt mound), Dick Nichols of the FHWA gave tentative approval this date, April 15, 1976, to relocate this sign.

Estimated cost is $1500.

It is my understanding that our new sign standards will change this two-post sign support to a single post and also reduce the sign size.

Prepare a price agreement to perform this work.

DDA:sh

RECEIVED
APR 15 1976
RESIDENT ENGR.
H. M. FILLMORE

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

Hilgard-LaSiesta Seat
O.O.T
Contract #8234

2977
2976
2975
2974
2973

Finish Grade
Edge of Widen 32.2'
Edge Driving Lane
Existing Ground

LaSiesta
Baker 42
Sign Legend

℄
667+50

0 10 20 30 40 50 60 70 80

Scale VERT 1"=1'
HORIZ 1"=10'

8234

8234

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON 8234

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 6, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Hilgard-LaGrande Section
Contract 8234
Your Ref. 1041BR.1

This is to clarify the status of the bonded structural overlay planned for the Lower Perry Structure, Hilgard-LaGrande Section. We originally estimated the increased cost of the overlay at $125,000. Tentative approval was received. When preliminary cost estimates from the contractor exceeded $200,000 a second look at the plan was indicated as being in order.

The contractor has now refined his figures and present estimate of net increased costs is in line with our original estimate of $125,000.

It is our understanding that original approval has been reaffirmed on the basis of net increased costs of $125,000 and we can proceed.

In the course of our last discussion with Bob Pillsbury on the proposed Iowa system overlay, he asked that we consider handling Class I deck preparation as Extra Work rather than establishing a new higher unit price. The resident engineer recommends against Force Account for Class

8234

(RK) 15

b

I preparation work due to problems in keeping time, controling down time and distributing of move-in costs for the large grinder. We feel we can adequately support the increased unit price for Class I preparation.

Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

ACH:mk:dh

cc E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8234

(FBK) 1

1-b

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 31, 1976

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

AGENDA
APR 2 3 1976
4 n

SUBJECT **Hilgard-La Grande Section, Contract No. 8234**
Request for Increase in Project Authorization

An overrun of $279,609.75, or 11.6 percent, is now expected on this project. The project covers Interstate safety work including over 24,000 feet of concrete barrier, an asphaltic concrete overlay and repair of existing bridge decks. Peter Kiewit Sons' Company is the contractor and the project is about 23 percent completed.

Three major additional work items planned to be added to the contract will amount to an estimated $275,000. They are for change to an Iowa system structural overlay on the Lower Perry structures (instead of the less costly membrane waterproofing which was included in the contract); providing median drains along the new concrete median barrier; and lowering the existing grade line at the Upper Perry Overcrossing structure in order to secure a better vertical clearance.

The contract includes some $31,200 for membrane waterproofing of the Lower Perry structure. Recent investigations show that extensive deck repair and a structural membrane should be used. Two other structures covered by the contract include this similar, more expensive deck surfacing work. The addition of more positive drainage is needed to carry melting snow water away from the median barrier and off the roadway surface. This median drain work should be done ahead of the A.C. overlay paving included in the existing contract. The westbound vertical clearance at the Upper Perry structure would be reduced to less than 15 feet if the full A.C. overlay is placed. The full depth overlay is needed and it is now planned to change (lower) the grade in the vicinity of the structure to provide adequate clearance. This additional work will all be federal participating.

Your approval of a $279,609.75 increase to a new total project authorization of $2,695,569.38 is requested. This matter will be on the agenda for your consideration at the April 27 meeting.

bc: C. W. Head
H. S. Coulter
J. H. Versteeg
George Bell
George M. Baldwin
C. T. Keasey
L. W. Rulien
E. S. Hunter
V. E. Skoog
W. E. Schwartz

JAB:fr HSC:ia srb

8234

March 29, 1976

Public Contract Review Board
100 State Office Building
Salem, OR 97130

Gentlemen:

Contract No. 8234, Hilgard-LaGrande
Section, Reconstruction

In accordance with Rule 10.140, application is hereby made on behalf of the Oregon Department of Transportation for an exemption of certain additional work under this contract which exceeds the 10 percent limitation of Rule 10.130(b).

1. The subject contract covers an Interstate safety project which includes construction of 24,000 feet of concrete median barrier, asphaltic concrete paving overlay on 5½ miles, changes in signing, and the repair of several existing concrete bridge decks.

2. The contract amount is $2,136,093. Price agreements currently being negotiated with the contractor for three significant additions or changes in work are estimated to cost an additional $237,665, or 11.1 percent of the original contract amount. These additional items are discussed in our attached draft submission to the Transportation Commission.

3. The additional work is intermingled with the regular contract work from the standpoint of the sequence of its performance. Part of the changed work will be performed at existing contract prices. Only the new work not covered by the existing contract is being negotiated. There would be no saving, in fact, there would be a significant increase in total cost if we were to perform this work by separate call for bids. An additional mobilization of equipment would be involved and at a comparatively high cost. Much better results will be achieved by performing the overlay paving, a part of the existing contract, after the above three work items are accomplished.

4. Since this additional work also involves an overrun of our total project authorization exceeding the allowable five percent under our departmental regulations, authorization for the additional funding is being requested from the Transportation Commission. A copy of the request and form summarizing the financial status of the project is attached for your information. The Federal Highway Administration has indicated approval of this added work and participation in the costs.

We respectfully request your consent to exceed the 10 percent limitation.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

Att.

JAB:fr HSC:in

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz

Form [illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Hilgard-La Grande Section

Highway Old Oregon Trail **Date** March 10, 1976

County Union **Kind of Work** Grading, Paving, Structures and signing **Contract No.** 8234 **Contractor** Peter Kiewit Sons' Co.

	Authorized	Estimated
Contract Amount	$ 2,136,093.00	$ 2,387,135.00
Anticipated Items	29,400.00	26,900.00
Contingency (4½%)	97,447.19	108,631.58
Engineering	173,239.44	193,122.80
Credits	20,220.00	20,220.00
PROJECT COST	2,415,959.63	2,695,569.38

NET INCREASE $ 279,609.75 **OR** 11.57 **%**

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Additional Contract Work NO BID ITEMS	Expected Amount	Net Change
C	Bid Item #10, Flagmen		$ 48,000.00	$ +24,000.00
C	Bid Item #13, Embankment in Place		15,000.00	-23,100.00
C	Bid Item #17, Aggregate Shoulders		46,250.00	+16,250.00
C	Bid Item #52, Class 2 Preparation, Bridge #8425		3,000.00	-12,400.00
C	Bid Item #53, Class 2 Preparation, Bridge #8429		3,000.00	-2,300.00
C	Bid Item #56, Membrane Waterproofing Bridge #8428		None	-31,[illegible].00
A	Temporary Erosion Control		None	-2,[illegible].00
U	Structural Overlay, Bridge #8428	$135,810.00	155,000.00	+155,000.00
U	Construct Median Drains	55,000.00	60,000.00	+60,000.00
U	Lower Existing Mainline under Bridge #8426	46,855.00	60,000.00	+60,000.00
U	Set Temporary Conc. Median Barrier	5,000.00	5,000.00	+5,000.00
U	Asphalt Patch Median Through Detours	5,000.00	5,000.00	+5,000.00
U	Additional Type 'A', 'D', 'F', and 'G' Signs	120.00	800.00	+800.00
U	Delete Paint from wooden sign posts		114.00	+114.00
	TOTAL NET CONTRACT VOL.	$247,785.00		

Principal reasons for overruns (Continue on reverse side): Had to use flagmen around the clock during structure overlay of Bridge #8422. Project will increase about $240,000.00 due to additional work of overlay of Bridge #8428, lowering grade under Bridge #8426, and construction of median drain next to the concrete median barrier.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by H M Fillmore
Resident Engineer

Confirmed by Dale Allen
Regional Engineer

Noted by [signature]
~~Bridge~~ Construction Engineer

Noted by [signature]
~~Deputy or~~ State Highway Engineer

SP*[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-6(61)252
Hilgard-LaGrande Section
Lower Perry Overcrossing-No. 8428

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In our letter of February 3, 1976 we said that we wanted to re-inspect the bridge and re-evaluate our position on the deck overlay. We have now done these things.

Our inspection indicates that the salt content of the bridge is in the danger zone, being over 3# at the steel level. Strangely, half-cell readings do not show active corrosion although delamination and spalling are evident. It is apparent that the right set of circumstances has not yet occurred to start corrosion even though some of the ingredients are now present.

It is our opinion that a deck overlay is the proper solution for this structure. We have reviewed the cost estimates prepared by the field and the bridge office and believe that the proposed cost is too great for a price agreement with the present contractor. We would be willing to go with either the Dow or Iowa systems as alternates on another contract, however. In addition, we suggest that you try to make the class 2 and 3 deck preparation as reasonable as possible, based on your experience with the other work done in the area.

for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 3, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80H-6(61)252
Hilgard-La Grande Section
Bridge Deck Overlay at Lower Perry

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated 1-29-76, informed us that the estimate for placing an Iowa System deck overlay on the Lower Perry Bridge No. 8428 had risen from $125,000 to about $190,000. We are very concerned about this escalation and feel it is time to fall back and review our position.

This project called for overlaying several bridge decks and alternate bids, Dow and Iowa Systems, were offered. The contractor bid the Dow System. On 9-26-1975 we approved the additional deck overlay on Lower Perry and suggested using the Iowa System. We now understand that the best price you feel you can get from the contractor is $190,000 for the Iowa System and that the Dow System will cost as much or more. It is reported that the contractor made an error in his Dow bid and wants more money for any new work.

It is our opinion that this work may be getting out of hand. We propose to re-inspect the bridge deck within the next two weeks and re-evaluate our position on the deck overlay. If the overlay is still called for it may be that the way to go is to set the work up in another contract and call for bids.

for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 5 '76
REFER TO
Hart
FOR
Info | Insp | P&D | D&R | Sign | Art | File
X

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 23, 1976

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Median Inlet Drains
Hilgard-La Grande
Contract 8234

TO: C. T. Keasey
Construction Engineer

SALEM

This is a follow up report on my October 2 letter requesting approval of a 60 thousand dollar price agreement to install median drains in place of drain slots on the above project.

During the past two months we have observed the drainage problems on the following four projects: Meacham-Hilgard, Ladd Canyon Section, Ladd Canyon-North Powder and South Baker-Pleasant Valley.

The attached photographs clearly show the problems that exist and we request your approval to proceed with the necessary price agreement to add catch inlets to the Hilgard-La Grande Project.

✓
T

DDA:je
Attachments

cc: J. H. Versteeg
H. M. Fillmore

REFERRED TO

Beard 5 Reed WR
2 Cole WEG 1 Sample 2035
3 Eriksen TE 4 Watson W
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RE ☒ RCE ☐ RBE ☒ RME
ROE ☒ OCT2 1975 ☐
RDE ☐ RECEIVED ☐
REGIONAL OFFICE

La Grande, Oregon
October 2, 1975

Dale D. Allen
Regional Construction Engineer

C. T. Keasey
Construction Engineer

S A L E M

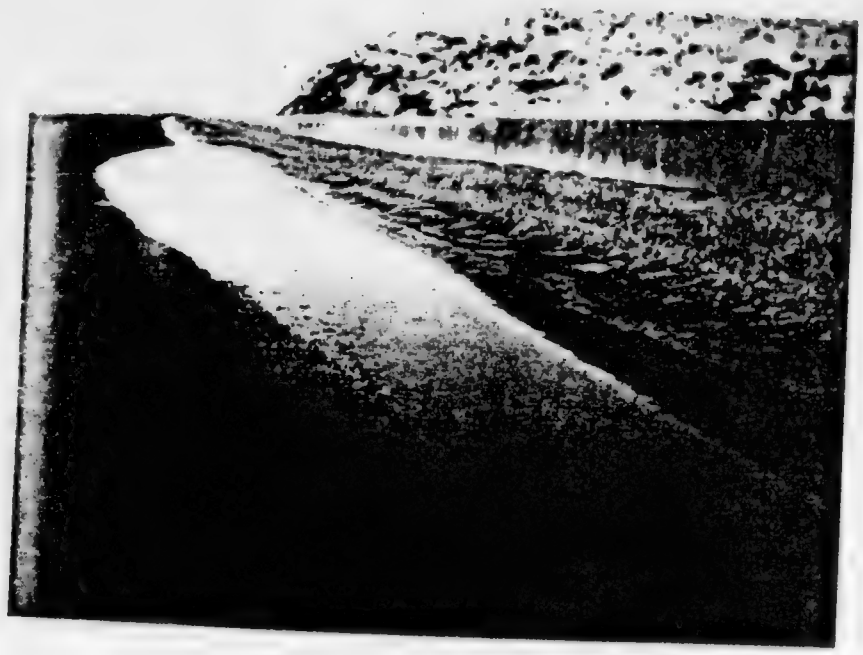
Hilgard-La Grande
Design Change
Median Drains

On the above project, which is approximately 5 miles in length, the design calls for a concrete median with 2-inch drain slots at 6-foot spacing. After much discussion at this level about this design, we have concluded that there is a definite possibility, if not a fact, that the drain slots will plug up and create an intolerable situation.

The pertinent facts we have considered include discussions with the district engineers on how the median inlets have performed on the Meacham-Hilgard section. The reports we have are that they work satisfactorily in this area in controlling the snow melt runoff and rainfall, even when there are heavy accumulations of sand being applied. The project in question, as you are aware, has a history of winter accidents when vehicles come off the Meacham summit and encounter short sections of dry pavement and ice in the shady spots. We are certain that the 2-inch drain slots will plug up with sanding material during the winter season. When the slots are plugged up, we anticipate one of two things happening. First, the water will accumulate in the low areas and possibly wash clean a few of the slots and provide a concentrated drainage pattern in the opposite lanes. If the daytime temperatures are above freezing, these damp spots will undoubtedly create an icy, or at least frosty, condition that could create an accident. The other condition that we think might happen is that the sanding material that accumulates in the slots through the freezing and drying periods could become frozen solid, so that when a rapid snow melt or rain storm occurred, the water could not get away and would dam up to several inches and thereby create a hazardous condition. We realize that these situations are not apt to occur during every snow storm, but during the course of the winter could occur several times.

We are also certain that at least once a year, if not more often, the drain slots would have to be washed and broomed, creating an extended period of closing one lane of the freeway for maintenance. At the present time the contractor plans to pave at least one lift on this roadway before winter shutdown. If at all possible, we would like to receive teletype approval to initiate a price agreement to install the 30 to 34 median inlets and drainage culverts. The estimated cost of each installation is $1,900. The total estimated cost is 55 to 60 thousand dollars. Please advise your recommendations.

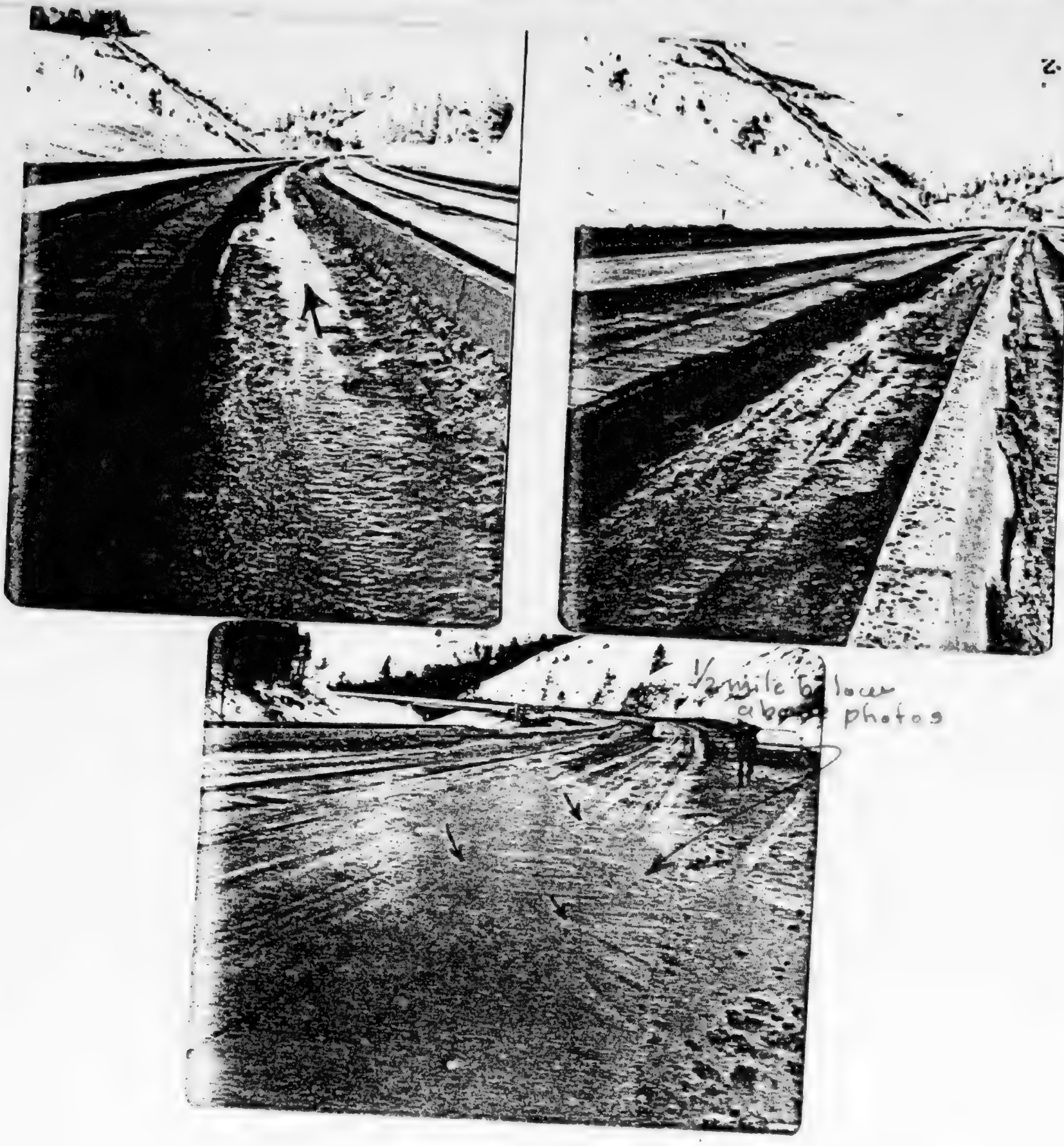
DDA:je
cc: H. M. Fillmore



SOUTH BAKER-PLEASANT VALLEY

Concrete Median with Drain Slots

The above two photos show a puddle that formed against the median drain just north of the Pleasant Valley structure. This puddle was approximately 100 feet long and 4 to 6 inches deep. At night the area would freeze and during the day the accumulation of water presented a definite hazard to motorists traveling in the inside lane. Maintenance forces tried unsuccessfully to open up the drain slots by chipping through from the opposite side. We feel that an extra work order will be required next summer to install a catch basin in this area to remove the potential hazard.



LADD CANYON

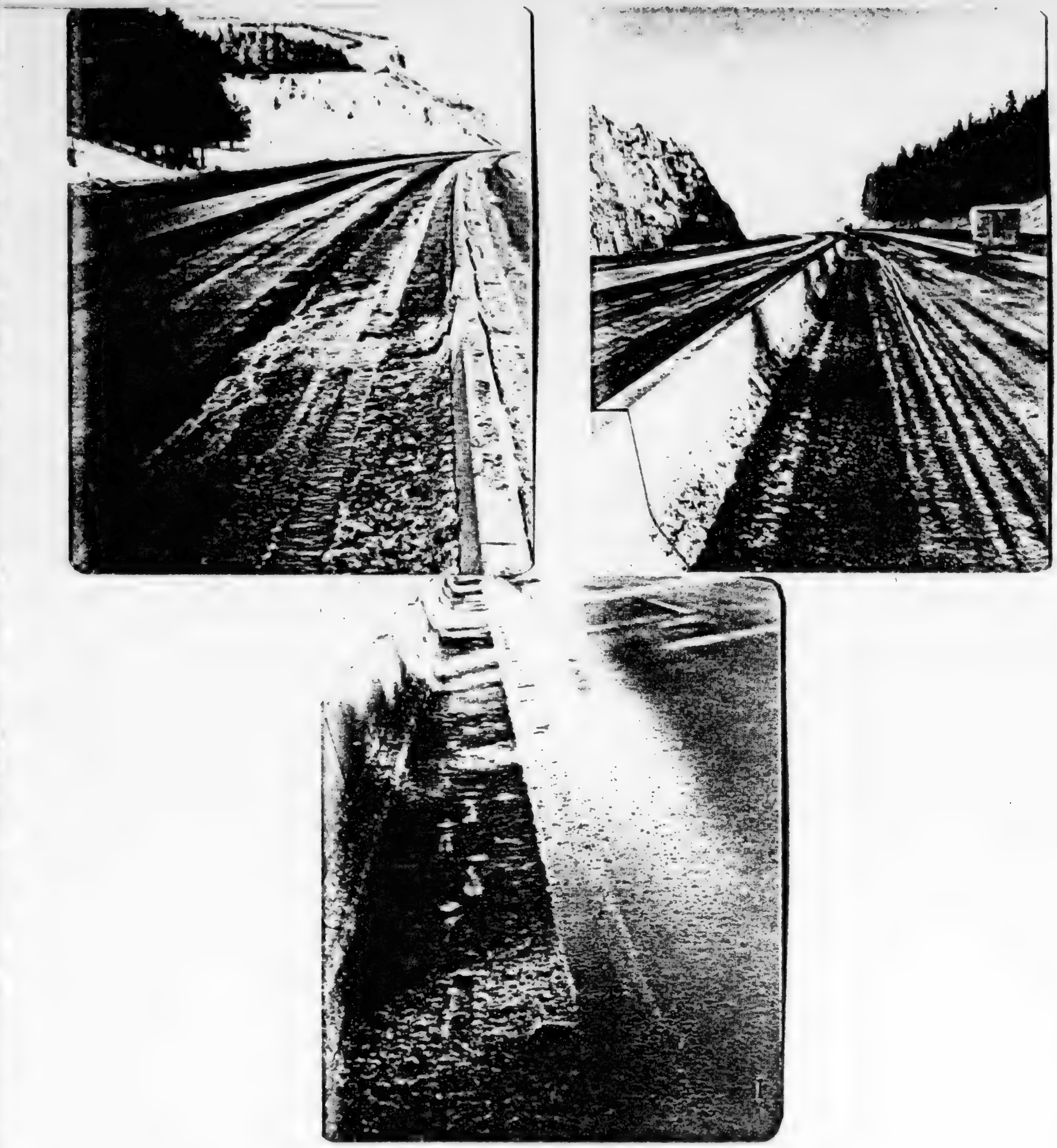
Median Barrier with Catch Basins

The above 3 photos show the snow and ice buildup adjacent to the median barrier. In this instance the ice buildup extended 3 to 4 feet from the median barrier, causing the water to bypass the catch inlet, run down a considerable length of highway, and cross over in a shady area. This problem, however, was corrected by maintenance forces by chipping the ice away at the locations of the catch inlets, the point being that even catch inlets provide only marginal control of the runoff under such conditions and drain slots would be almost worthless.

SOUTH BAKER-PLEASANT VALLEY

Median Barrier with Drainage Slots

The above 2 photos show ice and snow buildup over the drainage slots south of Pleasant Valley, water traveling along the median barrier and crossing the highway.



MEACHAM-HILGARD AND LADD CANYON SECTION

These photos show the type of buildup of ice and snow that can be expected in areas that are subjected to heavy sanding.

HILGARD-LA GRANDE

This photo shows an interesting condition that exists in which water cannot drain off the roadway underneath the outside guard rail. This frequently occurs on any snow section where the berms behind the guard rail prevent water from draining off the roadway and thereby make it even more important that the median drains will function to handle the additional runoff.

SOUTH BAKER-PLEASANT VALLEY,
MEACHAM-HILGARD AND LADD CANYON

In the top 2 photos the catch inlets are exposed after plowing and are working in a satisfactory manner. The lower photo, however, shows a situation in which just the accumulation of sand is keeping the water from running into the catch inlet and is creating a wet spot on the pavement, which will freeze at night.

SUMMARY

Median Inlet Drains

We believe the photographs in this report clearly show the problems that exist and that the median barrier with catch inlets is a minimum drainage design that will handle snow melt runoff. On the Hilgard-La Grande project, as we previously pointed out, there are considerably more curves and areas where problems are likely to occur if the drainage system does not work. We have been further advised that Bud Shirley and Jack McCormick have experienced similar problems in Region 3 and they definitely concur with our feeling that in a snow area drainage slots are just not satisfactory. If a drainage system is installed that has catch inlets and a problem does occur, it is possible for maintenance to take corrective action and channel the water to the inlets. However, if drainage slots become plugged up with ice and sanding material and puddles develop, the only corrective action that might be possible would be to sign the highway with high water signs. This certainly does not seem like the appropriate solution to be using on the interstate.

You might want to show the original photographs to the Design Section, as they only received Xerox copies of the photographs.

Pavement drain helps Arizona correct hydroplaning hazard

Hal,
In trouble spots it would seem that this linear drain could be installed @ RT angles to catch basin. Ok

After correcting grade and wearing course, a concrete median was installed between opposing lanes that also helped direct more of the runoff flow into the drains.

flow

Below: Installation of linear pavement drains during surfacing project helped the Highways Division of the Arizona Department of Transportation to correct a hydroplaning hazard near a local school. The trench around the drain was backfilled with concrete instead of compacted soil.

A hydroplaning hazard along U.S. 60 near Phoenix, Ariz., that developed ponding water after rainstorms was corrected with the installation of a linear drain that drew the water off the road as fast as it accumulated.

The area was particularly critical because it was heavily traveled by teachers and students on the way to daily classes. Vehicles moving at high speed or attempt-

8234

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

January 9, 1976

Oregon State Treasurer
103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Peter Kiewit Sons'
Contracts 7857, 8234, 8250

Please transfer $200,000 in U. S. Treasury Bonds currently deposited in lieu of retainage on contract 7857 (Safekeeping Receipt 1547) to contract 8234, $130,000 and 8250, $70,000. This should leave $50,000 in Treasury Bonds currently deposited in lieu of retainage on contract 7857.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Peter Kiewit Sons'

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

...OTED
...W. HEAD

Form 81-734-3122

8224

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Hilgard-LaGrande Section
Old Oregon Trail Highway
Category 2 Experimental Project
Structural Bridge Deck Overlays
Work Plan

DATE: December 15, 1975

In reply refer to: 1041DA.5/430.2

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to the work plan for structural bridge deck overlays submitted with Mr. Schroeder's December 8 letter.

The work plan and the proposed project are approved. The proposal is within the study parameter of NEEP Project Number 12, so it would be appreciated if all future correspondence on this project contained reference to this NEEP project.

Your work plan states that testing delamination detection, active corrosion potential measurements and chloride ion concentration determination will be done. These tests were performed on the old deck.

It would be beneficial if the information you obtained from these tests was included in your final analysis of this experimental project.

For G. L. Green

Copy to Bennett - 1-9-76

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

December 8, 1975

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Kilgard-La Grande Section
Experimental Work Plan
Categary 2 Experimental Project

We request your approval of the enclosed work plan for the investigation of the effectiveness of the experimental structural bridge deck overlays on the subject projects. It is our intent to evaluate both the Dow Latex System and the Iowa Method as corrosion prevention systems. We believe it will take four years to complete this study.

Enclosed are two copies of the proposed work plan. Please return one copy with your approval and/or comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc F. B. Klaboe
~~E. S. Hunter~~
Gordon Beecroft

cy Hunt
Rutter

WJQ:lt: ab 1-9-76

8234

December 8, 1975

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Hilgard-La Grande Section
Experimental Work Plan
Categary 2 Experimental Project

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Enclosed are two copies of the proposed work plan. Please return one copy with your approval and/or comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc F. B. Klaboe
E. S. Hunter
Gordon Beecroft

WJQ:lt: ab

CATEGORY 2 EXPERIMENTAL FEATURES PROJECT

STRUCTURAL BRIDGE DECK OVERLAYS

WORK PLAN

PURPOSE: To determine and compare the effectiveness of two structural bridge deck overlay systems in inhibiting corrosion in bridge decks that have been contaminated with deicing salts and the effectiveness of the systems in preventing the intrusion of additional salts.

SCOPE: Six bridges within the Hilgard-LaGrande Section will be tested and evaluated. Four bridges will receive the Dow Paving System overlays and two bridges will receive "Iowa Method."

LOCATION: Hilgard-LaGrande Section, Old Oregon Trail Highway, I-80N.

Dow System	Bridge No.	8425E	8425W
		8429E	8429W
Iowa Method	Bridge No.	8428E	8428W

INSPECTION: The installation of each overlay will be inspected by State Highway personnel to ensure adherence to the Specifications. An appraisal of the construction methods used in each system will be made.

TESTING AND REPORTING:

All structures will be inspected and tested prior to construction. The testing will include delamination detection, active corrosion potential measurements and chloride ion concentration determination. Immediately after construction the overlays will be inspected for shrinkage cracks and tested for bonding by the chain drag method. A similar inspection for cracks and a test for disbonding will be made 6 months after construction. The measurement of chloride ion concentration and active corrosion potential will be made 2 and 4 years after construction. An interim report will be made after the 2 year inspection and a final report will be submitted in 4 years.

ESTIMATED INSPECTION & TESTING COSTS:

Inspection and Sample Taking	$700.00
Chemical Analysis	$300.00
Reports	$300.00
TOTAL	$1,300.00

8234

45

October 9, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

187-H

Dear Mr. Green:

Grande Ronde River Bridge at Lower Perry
Hilgard-LaGrande Section
Contract 8234
Your File 10.41BR

We have requested Region 5 personnel to contact the contractor on the Hilgard-LaGrande Section as to his willingness to place an Iowa overlay on the Lower Perry Bridge. There may be some reluctance on the part of Kiewit to work with the Iowa system since they are the franchised applicator for the Dow overlay.

With either option, we see little chance of getting the overlay this year. Present plans call for placement of the Dow system on the other Grande Ronde River structures during the next three weeks. By then weather will be a problem and starting deck preparation on the Lower Perry would not be advisable.

If a reasonable agreement cannot be reached with Kiewit to place the Iowa system, we propose to proceed under a separate contract.

We concur that the Iowa system shows promise of being a more economical and superior overlay system. One local contractor is now developing the capability for placing the Iowa overlay.

The same basic deck preparation will be used on any structurally bonded overlay project. The existing deck would be scarified to one-fourth inch minimum depth

for the full surface area. Unbonded concrete will be removed from around any reinforced steel. All delaminated areas will be repaired prior to placing any overlay.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey "
Walt Hart
W. E. Schwartz "
H. M. Fillmore "

WJH:dh ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 6, 1975

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: Hilgard-LaGrande Section
Contract No. 8234

TO: Walt Hart
Bridge Engineer

With reference to Sept. 26, 1975 letter from G. L. Green recommending a bonded structural overlay be applied to the Lower Perry structure in lieu of the membrane specified, I concur in the overlay and agree that the Iowa type overlay would be desirable.

A problem is Kiewit is on the project placing Dow system overlay.

I am sure Kiewit would prefer to go with the Dow system since they are Dow franchised applicator. Whether they would be willing to place an Iowa system or not is questionable. Even with the Dow system there is a problem since Kiewit apparently bid the Dow system at considerably less than cost so probably would not overlay the Perry structure for bid price.

I suggest the application of an Iowa overlay be discussed with Kiewit. If a reasonable agreement cannot be reached for the Iowa overlay, then proceed with a separate contract.

As you know, the Iowa system shows promise of being equal or superior to the Dow system at considerably less cost. Probably the reason it was not proposed on the Hilgard-LaGrande section was lack of know how and required equipment available to local contractors. At least one contractor is now developing the capability of placing Iowa overlay. It might be that Kiewit would want to bring this contractor on the project as a subcontractor, which I am sure would be acceptable to us.

With any of the options I see little chance of getting the overlay this year. Present plans call for Dow system pours on other structures the next three weeks. By then weather would be getting very questionable and starting the deck preparation at Perry would not be advisable.

In an effort to get things going, by a copy of this letter I am requesting Region V contact Kiewit to see if they would be willing to place an Iowa system overlay themselves or bring in a sub to do the work.

ACH:mk

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
OCT 7 1975
Office of
Assistant State Highway Engineer

Box 300
Salem OR 97308

NOTED
H. S. COULTER

September 26, 1975

1041BR

Oregon Project I-80N-6(61)252
Lower Perry Interchange
Hilgard-LaGrande Section
Bridge Deck Overlay

Walt Hart mail
draft reply in coopertion
w/ Hammond & Agster -
HSC

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. E. S. Hunter, Deputy State Highway Engineer

We made a field inspection September 18 and reviewed Mr. Wallace's September 25 submittal on the condition of the Lower Perry Interchange structure. We find the structure is in a condition too poor to place waterproof membrane under the asphaltice overlay. We feel that this part of the work should be altered to a 1½" - 2" concrete overlay for this stage of construction. You have sufficient chloride in the concrete at the reinforcing steel level for corrosion but half cell determinations indicate no active corrosion is in progress. The following work should be accomplished before a concrete overlay is placed:

1. Scarify the surface at least 1/4".

2. Remove all the pour concrete below the rebar where the steel is not bonded.

3. Correct all the delaminated and poor concrete areas.

4. We highly recommend the use of the Iowa system because bids in the east and midwest have indicated prices approximately one-halfof the Dow system. Please note within the last few months the Bidwell Company has successfully developed a deck finishing machine specifically for use with the Iowa system.

We would like to see this overlay accomplished soon for we feel the bridge deck is in a very critical condition and could experience some serious deterioration if it is not repaired before the cold weather.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

RECEIVED
SEP 29 1975
Office of
Assistant State Highway Engineer

cc:
OSHD (W Hart)
OSHD (H S Coulter)

CON 8234

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 25, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTE

Dear Mr. Green:

Hilgard-LaGrande Section
Bridge Decks

This section includes four structures carrying I80N traffic across the Grande Ronde River. The existing contract calls for a concrete deck overlay on two structures (Br. Nos. 8425 and 8429) and a deck waterproofing - AC overlay on the other structures (Br. Nos. 8428 and 8430).

Attached are chloride content and half cell potential readings taken for Br. No. 8428. These indicate that the deck is in a similar condition to decks of Bridges Nos. 8425 and 8429. There are approximately 30 areas of delaminations and spalls on this badly fractured deck.

Current evaluation of our position regarding Bridge No. 8428 indicates this bridge should also receive the concrete deck overlay. This would structurally improve the strength and increase the stiffness of the minimal 6" existing deck slab. Repairs to the delaminated areas are most apt to remain intact if covered with the concrete overlay.

The contractor is due to start the deck overlay work within the next week. If favorable weather continues, there is a possibility that the proposed additional concrete deck overlay could be done this fall.

Additional cost for the revision is estimated to be $125,000, and would be negotiated. It is to be noted that this is a unit price of approximately $28.00/sq. yd. instead of $5.00 as bid by the contractor originally. We understand that the low contract bid price was due to an error on the part of the contractor.

It is proposed to add this work to the experimental overlay program already submitted for Brs. Nos. 8425 and 8429.

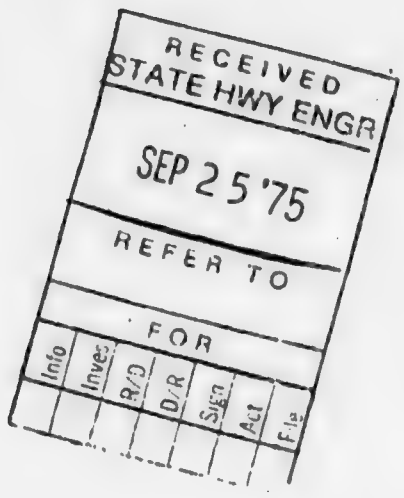
Your early consideration of this matter would be appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

LLW/ag
Attach.

cc E. S. Hunter
L. W. Rulien
A. C. Harwood
W. E. Schwartz
V. E. Skoog



FORM 81-734-3030

Routing
1 Keasey
2 Bond
3 Jackmond
Johnsen
Walker
RECEIVED
OCT 3 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg
FILE:
80N

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
October 2, 1975

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Hilgard-La Grande
Design Change
Median Drains

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
P. Olson
Trout

RECEIVED
OCT - 7 1975
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

On the above project, which is approximately 5 miles in length, the design calls for a concrete median with 2-inch drain slots at 6-foot spacing. After much discussion at this level about this design, we have concluded that there is a definite possibility, if not a fact, that the drain slots will plug up and create an intolerable situation.

The pertinent facts we have considered include discussions with the district engineers on how the median inlets have performed on the Meacham-Hilgard section. The reports we have are that they work satisfactorily in this area in controlling the snow melt runoff and rainfall, even when there are heavy accumulations of sand being applied. The project in question, as you are aware, has a history of winter accidents when vehicles come off the Meacham summit and encounter short sections of dry pavement and ice in the shady spots. We are certain that the 2-inch drain slots will plug up with sanding material during the winter season. When the slots are plugged up, we anticipate one of two things happening. First, the water will accumulate in the low areas and possibly wash clean a few of the slots and provide a concentrated drainage pattern in the opposite lanes. If the daytime temperatures are above freezing, these damp spots will undoubtedly create an icy, or at least frosty, condition that could create an accident. The other condition that we think might happen is that the sanding material that accumulates in the slots through the freezing and drying periods could become frozen solid, so that when a rapid snow melt or rain storm occurred, the water could not get away and would dam up to several inches and thereby create a hazardous condition. We realize that these situations are not apt to occur during every snow storm, but during the course of the winter could occur several times.

We are also certain that at least once a year, if not more often, the drain slots would have to be washed and broomed, creating an extended period of closing one lane of the freeway for maintenance. At the present time the contractor plans to pave at least one lift on this roadway before winter shutdown. If at all possible, we would like to receive teletype approval to initiate a price agreement to install the 30 to 34 median inlets and drainage culverts. The estimated cost of each installation is $1,900. The total estimated cost is 55 to 60 thousand dollars. Please advise your recommendations.

DDA:je
cc: H. M. Fillmore

8234

80N
Hilyard-LaGrande
6558

187-1-963-2040

LRW LAG 26 9-11-75 8.57 AM

FRANK TERPIN

PLEASE ADVISE WHAT G2M TEMPORARY BARRICADE MEDIAN BARRIER IS SET ON.
THIS IS IN LIEU OF GROUT IN PERMANENT INSTALLATION.

H M FILLMORE
SH 3/4.

REFERRED TO
Beard Reed
Cole Sample
Erikson Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
/ Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 11 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

I referred him to Specif. Fig 96
1½" x 2' x 2' Poly. Pads.
JTHS

8234

R

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

One Thousand Kiewit Plaza
Omaha, Nebraska 68131

July 24, 1975

Routing

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JUL 28 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

State of Oregon
Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Emily Rohde

This will confirm my telephone call regarding the disposition of the $250,000 par value U. S. Treasury Bonds 3½%, due 11/15/80, presently deposited in lieu of retainage on State Highway contract no. 7857 (safekeeping receipt no. 1547).

It is anticipated that these securities will be released within the near future. As soon as you receive such authorization, will you please transfer the bonds to the following State Highway contracts that have been recently awarded to our firm:

Contract no. 8234 - $130,000 par value
Contract no. 8250 - 120,000 par value

Your cooperation and assistance are sincerely appreciated.

Very truly yours,

PETER KIEWIT SONS' CO.

Donald E. Baker
Treasurer

DEB:PC

cc: Construction Engineer
State Highway Division
State Highway Building
Salem, OR 97310

Resident Engineer
OSHD Contract 8234
P.O. Box 850
LaGrande, OR 97850

Resident Engineer
OSHD Contract 8250
P.O. Box 30
Salem, OR 97310

Peter Kiewit Sons' Co., Vancouver, WA

cy to Cecil Head
WR

MAILED
TO HEAD

3934 5 14 75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-6(61)252

STATE PROJECT NO.: Hilgard Int.-La Grade Section

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I 827

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED E. S. HUNTER

RECEIVED STATE HWY ENGR
MAY 16 '75

REFER TO: Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 14, 1975	May 14, 1975	Interstate Route 80N
		STATE ROUTE NUMBER: Old Oregon Trail Rt 6

GENERAL LOCATION: I 80N Hilgard Interchange east 5.65 miles

GENERAL DESCRIPTION OF WORK: Grade, drain, high type pavement, sign and guardrail

5-16-75 ORIGINAL TO L. W. Rulien Wyatt

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping	$3,500
Stage Construction Striping	3,500
Temporary Erosion Control	2,500
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

T.2:
T.3:

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's May 12, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burglund for	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction Number 5-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Ofegon

DATE: 5-14-75

BY (Signature): L.W.Rulien's May 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☑ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 827 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		Location / Work
827	I-80N-6(61)252	5.65	2,730,000	2,519,000	Hilgard Interchange-LaGrande Section Union County-State of Oregon. / Grade, drain, high type pavement, sign and guardrail.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 15'75
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REMARKS (Division)

5-15-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-14-75	C R Burghardt by G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds for shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-480

5-14-75

8934

5231 80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 14, 1975

Donald L. Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Median Barrier for Wildlife Passage
Hilgard-La Grande Section
Old Oregon Trail Highway

TO: MEMORANDUM TO THE FILES

On May 8, 1975, I called Mr. Jim Lauman, Wildlife Commission, to verify their approval of our latest plan to provide a median barrier that would allow small wildlife passage.

The basic concept of the job is to construct a concrete median barrier. We have, however, at the request of the Wildlife Commission provided six areas of metal median barrier in an effort to provide passage for small animals. The height of the center of the rail is 21 inches from the pavement surface. There will be no brush rail used which will leave approximately 15 inches of clearance from the bottom of the rail to the pavement.

Mr. Lauman indicated they would accept this design.

REFERRED TO

Board	Reed
Cole	Sample
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DLT:jh
cc: W. E. Schwartz

RECEIVED
ROAD DESIGN SECTION

8234

R

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXX

May 5, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-6(61)252

We are submitting program data for one project, Item No. 827, Project No. I-80N-6(61)252, "Hilgard Interchange-La Grande Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project June 5, 1975.

One copy of State Clearinghouse A-95 review approval letter dated January 17, 1975 was previously forwarded as a separate transmittal.

Enclosed is one copy of District 13 Clearinghouse A-95 review approval received December 24, 1974.

JG:bb
Enc.

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-1 (REV. 4-61)

5-5-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 I-80N, Hilgard Intchge., E. 5.65 Mi. 60	ADT	PRESENT 5,100	FUTURE (66) 9,000	YEAR (70)(71)(72) 95	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave, Sign, G-rail 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23 NUMBER 7 80-6
CARD	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME Union		CODE (27) 061
	NAME OF URBAN AREA 17-31 --						ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36) 6 U.S. (37) I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-4)(5)	(16)	41	42	43-46	53		(54)(58)	(59)(66)	(67)(70)		
5					PE		I-80N, Hilgard Intchge., E. 5.65 Mi.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Hilgard Intchge.- La Grande Section"	5.65	2,730,000	2,519,000	211,000	
							PROJECT TOTALS	5.65	2,730,000	2,519,000	211,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(110) (23)(24) (99)

REMARKS

Additional Data: Item Nos. 70 & I-80N-6(17) & (9), respectively.

1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

5-5-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Hilgard Intchge., E. 5.65 Mi.	ADT	5,100	9,000	95	10	Oregon	41	042	827

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only POST MI.	DESIG.
E. Pave, Sign, G-rail								I-	80-6	(61)	252	N

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Union	061	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
--	I	I-80N	6	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Hilgard Intchge., E. 5.65 Mi.						Gr., dr., & overlay with AC pave. 4-12' lanes with 10' R shldr. & 8.4' min. median. Intermittent fencing. Safety revisions of roadway slopes, signs, guard rail, median barrier, minor drainage strs. & other appurtenances RR protective service as required. ROW-200' normal; Access control-full; Parking restrictions-complete.
ROW								
CONST (CODE) (Safety) 6201		"Hilgard Intchge.-La Grande Section"	5.65	2,730,000	2,519,000	211,000		
PROJECT TOTALS			5.65	2,730,000	2,519,000	211,000		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 70 & 74; Project Nos. I-80N-6(17) & (9), respectively.

-OVER-

USCOMM DUSCOMM-DC 40905-P6

HILGARD INTCHGE.-LA GRANDE SECTION
PROJECT NO. I-80N-6(61)252

REMARKS continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right shoulder and 8.4-foot minimum median; (2) intermittent fencing; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, guard rail, median barrier, minor drainage structures and other appurtenances. RR protective service as required.

IM 50-1-70 Requirements: State Clearinghouse A-95 review approval letter dated January 17, 1975. District 13 Clearinghouse A-95 review approval letter received December 24, 1974.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

a. Public Hearings -- Not required under provisions of paragraph 6c.

b. Location/Design -- Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO rep
Design and Operational Practices Related

(3) This project is in Congressional Distric

Data for PR-37:

a. Roadway (Type Code 6201). . . . . *Est. C

b. Safety Revisions (Y Codes 002, 007, 101 and 106) . . . . . Est. C

Total Est. C

*Includes fencing.

Unusual Circumstances: The work extends approxima
westerly of the project to include incidental item
construction of two cattle guards and installation
advertently omitted under Project No. EHS-I-80N-6(

D INTCHGE.-LA GRANDE SECTION
OJECT NO. I-80N-6(61)252

ork consists of (1) grade, drain and overlay
e pavement the existing facility consisting
s with 10-foot right shoulder and 8.4-foot
intermittent fencing; (3) safety revisions
Interstate standards the roadway slopes,
edian barrier, minor drainage structures and
RR protective service as required.

ts: State Clearinghouse A-95 review approval
17, 1975. District 13 Clearinghouse A-95 re-
received December 24, 1974.

ts: Nonmajor action project concurred in by
975.

nts:

ings -- Not required under provisions of
.

sign -- Not a factor in the development
ject.

rainees, as set forth in FHWA order interim
his project will be determined at PS & E
e number stipulated in the PS & E documents.

qualifies as a "Safety Improvement Project"
ovisions of FHPM 6-8-2.1 as the work, other
rlay, is for the correction of features
identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

a.	Roadway (Type Code 6201). . . . . *Est. Cost	$1,765,000
b.	Safety Revisions (Y Codes 002, 007, 101 and 106) . . . . . Est. Cost	965,000
	Total Est. Cost	$2,730,000

*Includes fencing.

Unusual Circumstances: The work extends approximately 0.78 mile westerly of the project to include incidental items consisting of construction of two cattle guards and installation of fencing inadvertently omitted under Project No. EHS-I-80N-6(52)237.

8734

R

CON 16

Robert W. Straub
XXXXXXXXX

DATE May 2, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Hilgard-LaGrande Section Structures
Oregon Project I-80N-6(-)
Your File 1041BR.1

In answer to your April 30 letter offering the use of your deck evaluation equipment, it is my understanding that arrangements have been made to take advantage of this generous offer. Thank you very much.

HSC:ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
D. H. Moehring
W. J. Hart

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-6(-)
Hilgard-LaGrande Section Structures

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our letter of April 15 approved the placing of a structural overlay on Bridge Nos. 8425 and 8429 and a membrane on Bridge Nos. 8428 and 8430. We learned yesterday that a section of deck fell out of one of the bridges slated for an overlay. It would seem prudent at this time to reevaluate your position. Certainly, you may wish to do some further investigation of these decks.

The FHWA has a Bridge Deck Evaluation Demonstration Project team in the State his week. The team has indicated that they would be willing to loan their equipment to the State next week. If you decide you want to use the equipment you should also consider checking the 5 mile overcrossing of the UPRR east of The Dalles and any other bridges in the area that could have deck problems.

If you want to use the deck evaluation equipment, you should contact Mr. Nichols of this office as soon as possible.

for G. L. Green

RECEIVED
MAY .. 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 1 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

8234 Hilgard-LaGrande Sec Old Ore 1975
Trail beginning W of LaGrande
(Grad, pav, struc. deck rep.& sign)#1

8034 (Rev. 3-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-6(-)-
Hilgard-LaGrande Section Structures

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's April 10 letter transmitted justification to support placement of a structural deck overlay on the Grande Ronde River Bridges #8425 and #8429. The justification, showing salt contents and reinforcement corrosion potential satisfy the requirements of IM 21-6-72 and the work is approved.

It is our understanding that you plan to call for either the Dow or Iowa Systems as alternates for the overlay on these two bridges. We are aware that the decks on these two bridges are thinner than the other bridges on this section and are starting to show signs of wear. The corrosion measurements indicate that there is no active corrosion of the reinforcement on these two structures.

Bridges #8428 and #8430 do not show as much wear and are to be protected with a conventional membrane. Unfortunately, you did not obtain corrosion measurements on these structures. In view of the salt contents we recommend that base readings of corrosion potential be made before work is started.

The concept of placing the deck overlay and membranes on adjacent sections could have extremely beneficial results. We would like to see you set this work up as an experimental project to insure that corrosion and salt content readings will be taken over a period of years.

for G. L. Green

NOTED
E. S. HUNTER
Walt 4-21-75
as Handle
EHH

RECEIVED
STATE HWY ENGR
APR 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
APR 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNS
4-21-75
ORIGINAL TO
Walt Hart

8234

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(-)
Hilgard-LaGrande Section
Salvage Value of Guardrail

DATE: April 14, 1975

In reply refer to: 1041EC.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 7, 1975 letter, we agree that $0.05 per pound is a satisfactory salvage value for credit to the Federal-aid project for guardrail and related hardware removed from the roadway and not reinstalled.

G. L. Green

cc:
OSHD (F Terpin)
OSHD (C Keasey)

NOTED
E. S. HUNTER

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Inves | R.D. | D.R. | Sign | Ap.

6234

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

April 14, 1975

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Proposed Encroachment on UPRR
Right of Way
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

NOTED
E. S. HUNTER

As you are aware, the Design Section requested an encroachment on Union Pacific Railroad right of way on the Hilgard-La Grande Section for the purpose of providing safety slopes on the forthcoming safety project on this Section. The Union Pacific Railroad responded negatively to our request for two reasons. Their first reason was they felt that our proposed flatening of the roadway slope would cause encumbrance of the drainage ditch which exists between the highway and the railroad. Although our Hydraulics Unit did not agree to their objections, this was still Union Pacific's position.

Their second reason for objecting to our proposal was that they felt that if it was necessary for them to construct an additional track or improve the off-track access road it would be necessary to further fill the ditch between the railroad and highway, thus compounding the poor drainage facilities. They recommended that the best approach would be to install the guardrail between the railroad and highway and leave the slopes as they presently exist.

In checking with the Design Section, I was advised that the proposal to flatten the slopes would cost approximately $49,300. The cost of installing guardrails at these locations rather than flatten the slopes has a total price of $18,900 for a savings to the State by utilizing guardrail of $34,400. This does not include the cost to the State for the necessary encroachment on the Union Pacific Railroad which would have been required by the slope flattening. The utilization of guardrails is the more economical approach to the problem, however it does present a fixed hazard which is trying to be eliminated from the standpoint of safety.

I might point out that in the two years plus that I have been in this position, this is the first request to Union Pacific Railroad that they have denied. It has been my experience that Union Pacific Railroad has been very receptive to all of our requests and suggestions and have worked with us to their upmost to provide us with what we feel we need for highway improvements.

If there is any information you require regarding this matter, please contact me.

JEC:jk

cc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. E. Schwartz

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8434

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 7, 1975

RECEIVED
APR 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon

Attention: Ernest J. Valach

Re: Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

NOTED
E. S. HUNTER

Dear Mr. Valach:

There will be an excess of 47,300 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design no reinstalled on the project shall be salvaged and stockpiled in the Foothills Drive Maintenance Yard, La Grande, Oregon at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members should be placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the maintenance yard as directed.

Wood posts not reinstalled on the project shall remain the property of the State and be stockpiled in the maintenance yard as directed.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.

2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

Initially the project will be credited for 375,000 pounds at $0.05 = $18,750.00.

3. The salvage value of the posts is considered to be $1.00 each. Extra cost to the contractor for handling, sorting and hauling to State maintenance yard is $0.05 per post.

We will initially credit the project for the following amount of money. Posts - 1,400 @ $1.05 each = $1,470.00.

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the maintenance yard is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
W. E. Schwartz
C. G. Swenson
L. K. Watson

8334

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(-)
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

DATE: April 7, 1975

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's letter of April 2, 1975, we concur with your finding that it is in the public interest to deviate from the use of standard barrier in specified sections of the subject project.

for G. L. Green

NOTED
E. S. HUNTER
4-11-75

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO
FOR
Info | Inves | R/D | O/R | Sign

RECEIVED
APR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. E. JOHNS

8234

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-6(-)-
Hilgard-LaGrande Section Structures

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's March 24 letter requested approval to use either Dow or Iowa overlay systems on bridges 8425 and 8429, and a conventional membrane system on bridges 8428 and 8430. We can approve the use of a conventional membrane system provided it is included in your experimental overlay program.

Approval of the Dow or Iowa Systems constitutes bridge deck reconstruction and requires additional information. This information is contained in IM 21-6-72 which is Volume 6, Chapter 7, Section 2, Subsection 10 of the Federal-aid Highway Program Manual. If the criteria contained in the guidelines of the IM are met we can approve the use of these two systems. In addition, we would like to know why you prefer the reconstruction of decks instead of a membrane.

for G. L. Green

NOTED
L. E. JOHNS

RECEIVED
STATE HWY ENGR
APR 7'75
RETURN TO
FOR
Instr | Inves | R/D | D/R | Sign | Act

NOTED
E. S. HUNTER
4-14-75
Hart

RECEIVED
APR 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-14-75
ORIGINAL TO
Walt Hart
to answer direct

8334

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Re: Hilgard-La Grande Sec.
Old Oregon Trail Highway
Union County

Dear Mr. Green:

The Oregon Wildlife Commission has registered an objection to the use of concrete median barrier on the subject project. The objection is based on the contention that wildlife, particularly fawn deer and small mammals, could not cross the barrier to get water from the Grande Ronde River.

After further discussions with the Commission's representatives it was determined that the construction of metal median barrier at several locations, totaling 5,700 linear feet, where animals cross regularly would be acceptable. However, it has since been learned that they were not aware of the details of the standard metal median barrier. After being made aware of the shape and size of the barrier they have decided that the metal barrier is also unacceptable.

Further efforts to solve the problem have revealed that the only acceptable barrier would be of metal rail, blocked out with 6'-3" post spacing, 27 inch high without brush rail. This barrier would provide 15 inches clear space for small animals to go under and is low enough that small deer could see and jump over.

This barrier design is similar to that which exists in the area now except the height will be two inches greater, the rail will be blocked out and the post spacing will be 6'-3" rather than 12'-6".

These improvements in the barrier design will, it is considered, provide adequate protection against median-crossing movements in those sections requested by the Wildlife Commission. This in an area which shows little or no evidence that such movements occur with any great frequency.

We request that you concur in our decision that the deviation from the use of standard barrier in those sections will not significantly reduce the protection afforded the public, will permit animal crossings and is therefore, in the public interest and grant your approval of the change.

Very truly yours,

J. H. Versteeg
Road Design Engineer

by Frank E. Pepin

FET:we

bc: E. S. Hunter
L. W. Rutten
W. E. Schwartz
C. G. Swenson
Lyle K. Watson

8424

Bridges 8425,
8429,
8428,
8430

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 24, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

RECEIVED
MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Green:

Membrane Overlay Systems
Hilgard-LaGrande Section Structures

The Hilgard to LaGrande Section of 80N is scheduled for an overlay this year. Within this section are four crossings of the Grande Ronde River. We propose to use two basically different deck membrane systems on these structures.

On Bridges 8425 and 8429 we propose to use the bonded Dow or Iowa Overlay Systems. On Bridges 8428 and 8430, eastbound and westbound, the more conventional sheet barrier system, such as Superseal, et cetera, will be used. The use of these two different membrane systems on the same type of structures within a control section of highway should give us some significant information on their relative costs and benefits.

The estimated cost of the bond membrane on Bridges 8425 and 8429 is $500,000. The estimate for the sheet membrane and AC overlay on Bridges 8428 and 8430, eastbound and westbound, is $150,000.

This proposal is submitted for your approval. This project is scheduled for a May letting. Your earliest reply is, therefore, requested.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh
cc E. S. Hunter
John Jenkins
Gordon Beecroft

8-34

80N

Form 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Ore.
March 17, 1975

DE ☐ RCE ☐ RBE ☐ RME ☐

FROM: H. M. Fillmore
Resident Engineer

ROE ☐

SUBJECT: Preliminary Plans
Hilgard-La Grande Section
Old Oregon Trail

TO: W. E. Schwartz
Regional Engineer

RDE ☐

MAR 17 1975
RECEIVED
REGIONAL OFFICE

☐

I have revieued the preliminary plans and have the following comments and errors to correct:

Yes 1. Did we lose the battle on raising the structure or lowering the grade at Station "L" 812+40 ?

2. There is nothing in these plans showing any deck repairs on the structures.

Do 3. Sheet 3 - Item 2 - Cattleguards should be 32 feet wide, particularly the one across the Ukiah- Hilgard Highway. The existing roadway pavement is 32 feet and this is near entrance to park.

4. There is no existing fence from the structure on the Ukiah-Hilgard Highway.

5. Sheet 5 - Item 6 - Pipe extention has to be at least 6 feet for a 3:1 sloped end.

6. Sheet 8 - The left end of the 36 inch pipe at Station 765+40 should be connected to the pipe under the railroad. This will require some special work and 6 feet of pipe. The existing ragged field cut sloped end of the highway pipe will have to be cut off square, 6 feet of pipe installed, and a special connection field designed, made to the railroad pipe which is a slick steel pipe with about 3/4 inch walls. Suggest this be done on extra work basis.

7. Sheet 8 & 9 - Railroad pole line shown on sheet 8 has been relocated on other side of railroad and on sheet 9 there are railroad poles on the highway side of the track, two of which will be in the fill area. These are at approximately Stations 789+20 and 790+50.

8. Sheet 10 - Item 13 - I question if the existing pipe installed on the recent Safety Project has to be replaced. It is OK now as far as alignment is concerned but may not be deep enough to accomodate a type MO inlet.

9. Sheet 11 - Item 4 - This rail is good rail and has been adjusted, but it is painted.

cy - Frank Turpin

10. Sheet 5 - Item 7 - Pipe was extended on the recent Safety Project and does not need additional length. It does presently have a square end, however.

Signing: There are several corrections and additions to be made to the signing plans as follows:

1. Sign No. 2 is presently a 2 post breakaway sign. It is not on wood posts. It will have to be adjusted.

2. I recommend the legend on sign 3 be changed to "Ukiah Exit 1 Mile".

3. Sign 18 - Plans do not show that new post and signs are to be installed.

4. Sign No. 4 - Does not exist.

5. Sign No. 27 - Has new signs existing and in good condition - Replace post.

6. Sign No. 37 - Legend is"Perry ½ Mile" not "1 Mile" as shown on plans.

7. Sign No. 43 - This is a control sign not a curve sign.

8. Right of station 928+40 there is existing old type "Merge" sign. This should be removed and replaced with new type "Merge" signs.

9. It is recommended that the new sign "Eastern Oregon College- Next Right" be included in the plans. It is to be located Behind the bridge railing right of Station 946+30.

3924

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

NOTED
E. S. HUNTER

TO: File

SUBJECT: Railroad Encroachment
Hilgard-La Grande Sec.
Old Oregon Trail Hwy.
Union County

On March 11, 1975 I had a conversation with Bob Orr, Public Projects Engineer, Union Pacific Railroad Company, regarding the State's requested permanent easements to cover a longitudinal encroachment on the Hilgard-La Grande Section of the Old Oregon Trail Highway in Union County. We have asked for these permanent easements to allow us to place some 6:1 safety slopes off the highway, and these slopes will encroach upon Union Pacific Railroad Company right of way. Union Pacific Railroad Company wrote to me on March 3, 1975, stating that they must decline our request for this encroachment.

In conversation with Mr. Orr, I proposed a meeting with him at the site to review their objections to our proposal. He said that he would be unable to attend this meeting during the week of March 10th due to other considerations to which he must attend and he will be out of the State from March 17 to March 27th. He further stated however, that he was completely familiar with the area and felt that a meeting at the site would not accomplish any worthwhile purpose.

During the course of the conversation he felt it was unfortunate that their letter denying our request spoke primarily of hydraulic considerations due to the common ditch between the highway and the railroad being decreased in size. He commented that this was not their only reason for denying the request and he would forward to me a letter outlining other reservations they have about our proposal. When this letter is received I will forward copies of it to all interested parties.

I requested that Dick Lenz prepare a hydraulic review for submission to the Union Pacific Railroad to give them insight into our thinking on the ditch capacities etc. Mr. Lenz replied that he would prepare this and forward it to me for submission to the Union Pacific.

JEC:jk

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
J. L. Sollis
W. E. Schwartz
Dick Lenz

RECEIVED
OFFICE OF

8074

R

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MARCH 13, 1975

Reference File

D 315 - 2 - 71

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Please refer to my letter of March 3d regarding your proposal to further encroach upon Oregon-Washington Railroad & Navigation Company - Union Pacific Railroad Company property between La Grande and Hilgard.

Confirming conversation between you and Mr. Orr, there are no reasons in addition to the hydrology consideration for which we declined your request.

If at any future date the Railroad decides to construct an additional track or improve the off-track access, it would be necessary to fiill in the area of the proposed ditch. If the present slopes are unacceptable, it would appear that there are other alternates available rather than filling on our right of way. One example that appears to be fairly obvious would be to install GM type guardrail between the railroad and highway, and leave the slopes alone.

Yours very truly,

L. A. Kirkeby,
Superintendent

XC: E.S Hunter
J. H. Versteeg
J.B. Boyd
J.L. Souis
W.E. Schwartz

RECEIVED
MAR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

8234
8034

I-80N
R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 13, 1975

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hilgard-La Grande
Old Oregon Trail Highway
Union County

TO: MEMORANDUM TO THE FILES

The proposed meeting with the Union Pacific Railroad in La Grande will not be held until after April 1, 1975, because of prior commitments of the Railroad.

The Railroad proposes to construct an off track maintenance road and embankment widening would further reduce the available ditch area.

Dick Lenz will review the proposed ditches and make a hydraulics report.

LKW:we
cc: E. S. Hunter
L. W. Rulien
Victor D. Wolfe
W. E. Schwartz
J. E. Chidsey
C. G. Swenson
R. L. Lenz
Lyle K. Watson

NOTED
E. S. HUNTER

RECEIVED
MAR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

I-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 11, 1975

FROM: Dale Allen
Regional Construction Engr.

SUBJECT: Median Barrier
Hilgard - La Grande
Section

TO: J. R. Versteeg
Road Design

Attached is the latest correspondence from the Game Commission directed to Glenn Starkey.

It seems that we are unable to come up with any more alternatives that will satisfy the local game people.

As we have indicated in discussing this with you, we also lack enthusiasm for any of the suggestions to date. We really believe the game people have a very minor problem which does not warrent any revisions in our design. I do not believe they can support their claim that concrete median increases road killed deer.

DA:fv

Attachments

cc: Starkey
Fillmore

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 13 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Sign
Do not File
Return to
Bring Up
Other

OREGON STATE
GAME COMMISSION

REGION IV – NORTHEAST OREGON

BOX 339 • • LA GRANDE, OREGON • • 97850 • • Phone 963-2138

TOM McCALL
GOVERNOR

March 10, 1974

Mr. Glenn Starkey
Oregon State Highway Division
Island City Highway
La Grande, Oregon 97850

Dear Glenn:

Since our meeting March 3, I have been giving serious consideration to possible modifications of the agreed upon metal median in six sections of the concrete median barrier proposed for improvement to the Hilgard - La Grande section of I-80N.

In visiting with our people relative to the reinforced steel median and deer, it was felt rather strongly that deer capable of jumping a height of 26 to 28 inches would have no difficulty clearing the 30-inch width of the steel barrier. They likewise agreed that young deer more often than not would pass under the reinforced steel rail rather than attempting to make the jump over it.

As discussed with you, the possibility of lowering the concrete barrier six inches certainly has some merit for deer crossing, but affords no crossing for smaller nongame mammals. In reviewing our earlier recommendations for steel barrier, the 4,200 feet of metal median provides crossings for nongame animals in only 15 percent of the 5.63-mile project length. I'm confident our choice of crossings will not impede cross-highway movement of 85 percent of nongame animals.

The Perry section (Station 834-838) is definitely in an area of high concern for public safety. If the reinforced steel could be substituted with six-inch shorter concrete median in this section, it would be acceptable.

cy

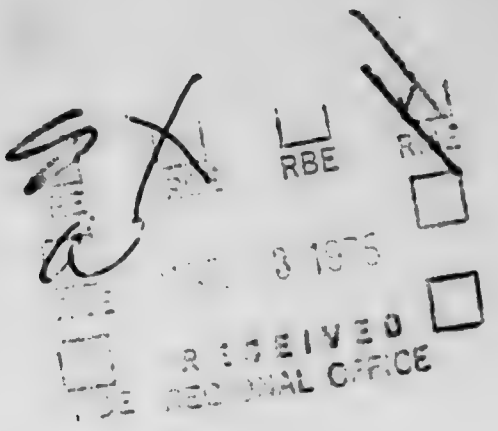
I'm in hopes that engineering will be coming up with a guardrail system in the near future that will provide a high degree of public safety and still provide suitable and safe passage for wildlife.

Sincerely,

Mike Kemp
District Wildlife Biologist

LMK/st

cc: William Pitney
NE Regional Office
Dale Allen, OSHD



.LPV

LPV LAG 3 3-3-75 1.00 PM

MAL VERSTEEG
DESIGN SECTION

RE MEDIAN BARRIER-HILGARD-LA GRANDE

ONE OTHER POSSIBILITY HAS BEEN BROUGHT UP BY GLENN STARKEY TO CONSIDER. HE REVIEWED THE PROBLEM WITH GAME PEOPLE AND THEY MIGHT BE RECEPTIVE TO A LOWER CONCRETE SECTION, SAY 27 INCHES HIGH VS. THE 34 INCH STANDARD. FROM THE DESIGN STANDPOINT WOULD THIS BE OBJECTIONAL.

DALE ALLEN

JEL4.

cc Starkey
w/copies of correspondence
file
orig Hillcrest

8234

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 10, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hilgard-La Grande
Old Oregon Trail
Union County

TO: MEMORANDUM TO THE FILES

Discussed the comments of the Union Pacific Railroad for refusing the railroad encroachments on the named section with Jim Chidsey, Dale Allen and Richard Lenz. Jim Chidsey will arrange a meeting with the Union Pacific Railroad, Region and Hydraulics Section to review their comments in La Grande.

LKW:we
cc: E. S. Hunter
L. W. Rulien
Victor D. Wolfe
W. E. Schwartz
J. E. Chidsey
C. G. Swenson
R. L. Lenz
L. K. Watson

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8334

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MARCH 3, 1975

File Ref.

D 315 - 2 - 71

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letters of February 10th and 20th concerning proposed safety project between La Grande and Hilgard on the Old Oregon Trail Highway in Union County.

We have reviewed the cross-sections and proposed encroachments and in the interest of safety of the railroad, we must decline your request.

The Highway's proposal tends to decrease the size of the common ditch between the railroad and highway and crowd it closer to the railroad track. During normal times practically any ditch that would be considered in this area would be more than adequate for any possible runoff. We have reviewed this with some of the people who were in the area during December 1964 and January 1965, and this ditch in the area under consideration was not adequate to handle the water that tried to flow through it at that time.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

xc: E. S. Hunter
J. H. Worsley
J. B. Boyd
J. C. Smith
W. C. S. Lewis

E. S. [illegible]

RECEIVED
MAR 05 1975
UTILITY UNIT

NOTED
J. E. CHIDSEY

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

86N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 20, 1975

FROM: Bob Aldrich
Regional Office Engineer

SUBJECT: Cross-Sections
Hilgard - La Grande Sec.
Old Oregon Trail Highway
Union County

TO: Frank E. Terpin
Final Design Engineer

Attached per your request are the cross-sections for the subject project.

Please note at Station 695+90 that the existing sign legend disagrees with the stated legend on your letter of February 12, 1975.

BA:fv

Attachments

cc: C. T. Keasey
W. G. Beard
H. M. Fillmore

RECEIVED
ROAD DESIGN SECTION

8234

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 20, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Median Barrier
Hilgard-La Grande Section
Old Oregon Trail Highway

TO: W. E. Schwartz
Region 5 Engineer

NOTED
E. S. HUNTER

We have reviewed Mr. Allen's proposal of January 31, 1975, to substitute metal median barrier for concrete median barrier at six locations on this project. There is a general lack of enthusiasm for this proposal and in some cases outright distaste for a variety of reasons.

Mr. Hunter has asked if we have explored all routes of negotiation and all reasonable alternate proposals. Would you please review the problem and advise this office if you have any suggestions or recommendations that might have been overlooked.

After hearing from you we will contact the Wildlife people in Portland to discuss the deer crossing problem further.

JHV:jh
cc: E. S. Hunter (w/attachments)

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 01-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 11, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Metal Median Barrier
Six Locations
Hilgard-La Grande Section
Old Oregon Trail Highway

I discussed Region 5's proposal to construct metal median barrier at six locations on this project with Mr. Nichols of the FHWA. This proposal was developed in meetings with the local Wildlife Geologist who objected to the construction of a continuous concrete barrier throughout the project. Mr. Nichols indicated that they could go along with this proposal which calls for 4,200 lineal feet of metal median barrier and 24,600 lineal feet of concrete median barrier.

JHV:jh

2234

80N

Salem, Oregon
February 12, 1975

Frank E. Terpin
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Cross-sections
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

The above-named safety project section is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project we would appreciate cross-sections at the locations indicated. The existing station is shown first in parentheses and the new location shown next.

(670+00 Rt.)	670+15 Rt.	"La Grande, Baker Mileage"
(682+55 Lt.)	686+50 Lt.	"Hilgard Park, etc., Next Right"
(695+90 Lt.)	695+80 Lt.	"Ukiah Exit 1 Mile"
(749+00 Rt.)	749+15 Rt.	"Perry Exit 1 Mile"
(761+00 Lt.)	760+85 Lt.	"Pendleton, Portland Mileage"
(802+70 Rt.)	802+60 Rt.	"Perry" with arrow"
(869+25 Lt.)	869+35 Lt.	"Perry" with arrow"
(869+65 Rt.)	869+70 Rt.	"Wayside Signs"
(895+00 Lt.)	894+85 Lt.	"Perry, Exit 1/2 Mile"

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guardrail and out to 30 feet where there is guardrail.

WGB:we
cc: C. T. Keasey
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8234

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 11, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Median Barrier
Hilgard-La Grande Section
Old Oregon Trial Highway

REFERRED TO

Beard ____ Reed
Cole ____ Sample
Eriksen ____ Watson
Hager ____ Wolfe
Return ____ Discuss ____ Do ____ File Copy ____ Due ____

BY FINAL DESIGN ENGINEER

Plans for this five mile safety overlay project on I-80N call for a concrete median barrier throughout the length of the project. The local Wildlife Geologist objected to the continuous concrete barrier because it was considered an obstacle to deer trying to cross the freeway. The Wildlife Geologist recommended an 84" deer fence the entire length of this I-80N safety project.

There are three available alternates for this section of freeway.

1. Full length concrete median barrier and five miles of 84" deer fence.

2. Upgrade the present metal median barrier with rub rail, 6' post spacing and with guard rail blocks.

3. Construct 24,600 lineal feet of concrete barrier and 4,200 lineal feet of metal median barrier at selected locations.

Alternate No. 1 would cost $250,000 more than Alternate No. 2 or No. 3, would have low median barrier maintenance but high maintenance costs would be anticipated on the deer fence. Alternate No. 2 would cost approximately the same as Alternate No. 3 but we would expect that maintenance costs would be significantly higher. Alternate No. 3 has the lowest maintenance cost but may be objectional in appearance with the short sections of metal barrier between the longer runs of concrete median barrier.

This proposal has been discussed with the FHWA Area Engineer and he is agreeable to go along with Alternate No. 3. Frank Terpin and I agree that it appears to be the best of the alternates that are available. It is therefore recommended that we proceed with Alternate No. 3 which is more fully covered in the attached letter from Dale Allen, Region Construction Engineer.

JHV:jh

Requires Reply ☐ Requires Approval ☐ Receiver Keep ☐ Do not File ☐ Return To ____/____ Bring Up ____/____

RECEIVED
FEB 13 1975
ROAD DESIGN SECTION

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

Hal
If you are stuck - that is exhausted all routes of negotiation and I presume you have proceed with #3
ESH

RECEIVED
FEB 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

FORM 81.734.3033

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

February 7, 1975
LaGrande, Oregon

FILE:

FROM: H.M. Fillmore, Res. Engr.

TO: V.J. Schwartz

SUBJECT: Additional Information
Hilgard - LaGrande Section
I-80N-
Union County

Herewith notes showing ties to railroad on the subject section as requested by Lyle Watson on his recent visit.

Also enclosed is a set of preliminary plans showing locations for which the modified Type II fence is recommended. Also marked on the plans in red are some corrections and questions which I have noted since his visit.

I would also recommend a note on plans "Existing fence to be removed or repaired as directed" with a special provision that fence removed is to be included in the bid item "Removal of Structures and Obstructions" and fence repaired will be paid for as extra work.

There are some Utility Pole Crossings, which Gerlach is getting and will submit.

OKd To Lyle Watson w/plans & notes
C. Greene

REFERRED TO
BY FINAL DESIGN ENGINEER:

Board	Read
Cole	Semple
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Bus.

No Co Plans

H.M. Fillmore
H M Fillmore
Resident Engineer

Transit ties to RR to C. Greene

RECEIVED

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80N

Salem, Oregon
February 7, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48496 - Union Pacific Railroad Co.
Hilgard - LaGrande Section
Old Oregon Trail Highway
Union County

Attached is a 4 parcel description and an authorization covering slope easements required from the Union Pacific Railroad Company for the subject project.

It is our understanding that prints of the encroachment map 9B-12-20 have been furnished to Mr. Chidsey.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 7 - 1975
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 5, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

TO: MEMORANDUM TO THE FILES

Several items were discussed with the Region V personnel on Tuesday, January 28, in La Grande.

Existing painted galvanized guard rail and median barrier of current design can be stripped of paint and reinstalled as galvanized guard rail.

Proposed new fencing should be constructed between the railroad and highway and the Grand Ronde River and the highway. No fencing will be required behind the guard rail locations adjacent to the river.

It was proposed, that an allowance of one inch of asphalt concrete for patching and leveling be a separate bid item. A request will be made to FHWA for approval. Verbal approval was given by E Peterson.

The region will review and recommend the areas in which additional bracing of existing and new fencing will be required to prevent snow damage.

Mort Fillmore will have transit ties made between the highway centerline and railroad as requested by Carl Grewe to aid in the preparation of a railroad encroachment map.

W. E. Schwartz requested that a storm drain be installed adjacent to the concrete median barrier in place of having the drain slots in the barrier. He anticipates that during the thawing and freezing of the snow in this area, that ice would form in streaks across the highway.

A trenching method of digging down at the ends of structures for full depth paving was explained. No problems were anticipated. It was anticipated that the contractor may ask to divert traffic to one way each way across one half of the structure to accelerate the construction.

It was requested that the three inch overlay of the existing pavement be made in two lifts of 1-1/2 inches each.

1 ✓

2 T

LKW:we

cc: C. T. Keasey
W. E. Schwartz
Dale Allen
Richard Peterson, FHWA
C. G. Swenson
Mort Fillmore
Ray Klecker

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 31, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Hilgard-La Grande Section
Old Oregon Trail Highway
PNRS #7411-2-120

TO: J. H. Versteeg
Road Design Engineer

S A L E M

On January 30, 1975, a "Plans-in-Hand" review was made on the above section with Mike Kemp, District Wildlife Biologist, and his assistant Ron Rohweder, to identify specific game crossing areas and consider solutions to the items noted in the State Clearinghouse January 17, 1975, letter.

At this review we were able to reach a possible solution to the problem and would recommend the design be revised accordingly.

1. Install Type I fence at locations identified on preliminary plans. Stop fence at guardrail ends.

2. At six locations substitute metal median barrier for concrete median barrier.

If item 2 above is done, it would eliminate the need for the 84-inch fence and water developments on the north side. From the Wildlife Commission's standpoint the six locations with metal median would allow game to cross the highway at the major crossing areas with a minimum of hesitation. They feel the concrete median will confuse game crossing the highway, causing them to run parallel to the median barrier and increasing the likelihood of game-vehicle accidents.

From the Highway Division's standpoint, 4 of the 6 locations are on tangent sections of highway and begin and end close to the PT and PS. The average length of metal rail sections is 700 feet. There will be surplus metal rail on this project that could be stripped of paint and used. While there will be some lack of continuity in the rail, it should not constitute any safety hazards.

Below is a list of the six locations:

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy
BY FINAL DESIGN ENGIN...

Name	Station	Length	Alignment
Coyote Canyon	675-684	900 Ft.	Tangent
Peach Canyon	739-751	1,200 Ft.	Tangent
Mahogany Mt.	776-786	1,000 Ft.	Tangent
Perry	834-838	400 Ft.	4° 30' curve
Bear Canyon	884-890	600 Ft.	5° curve
Weigh Scales	920-936	1,600 Ft.	Tangent

Total length of project	28,800 Feet
Total length of metal median	4,200 Feet
Total length of concrete median	24,600 Feet

The local wildlife biologist has the above information and will submit a similar report with the same recommendation to William Pitney, Chief, Environmental Management Section. We have advised Mr. Kemp that such a revision is subject to approval of your section and the F.H.W.A.

DDA:je

cc: H. M. Fillmore
Mike Kemp

-2234

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 24, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Hilgard-La Grande Section
Old Oregon Trail Highway

TO: L. W. Rulien
Project Management Engineer

There has been some contact with the Wildlife Biologist concerning the Hilgard-La Grande safety project on I-80N by representatives of the Highway Division. A commitment has not been made to construct an 84" woven wire fence the entire length of the project or for the water development areas.

In discussions with Dale Allen on January 23, 1975, he indicated that he will contact the Wildlife representatives and try to resolve the fencing problem. As of this moment we do not plan to construct an 84" woven wire fence on this project. It could be that the numbers have been transposed and we may only be talking about a 48" high fence which would be appropriate.

JHV:jh
cc: G. L. Green
F. B. Klaboe
Victor Wolfe
J. B. Boyd
R. E. Royer
Gary Potter
D. N. Harwell
B. L. Gifford
G. A. Starkey
W. E. Schwartz

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG.
JAN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
JAN 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
MARIE STEPHENS

E0-4

R

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
S. Hansell
Director

RECEIVED
STATE HWY ENGR
JAN 23'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 17, 1975

Mr. L. W. Rulien
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Hilgard - LaGrande:
Old Oregon Trail Highway
PNRS #7411 2 120

This is to notify you that the State Clearinghouse has completed its review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. Questions and concerns raised by the State Wildlife Commission have been resolved, subject to the following conditions:

1. An 84-inch woven wire fence be constructed along the entire length of project on the north side of highway.
2. Several water developments be installed north of fence in designated areas.
3. Implementation of fence and water development locations be coordinated with the district wildlife biologist (Mike Kemp, 963-2138) and the State Highway Division.

Additional comments from the Division of State Lands are attached for your attention.

cc: January 23, 1975
G. L. Green, FHWA
E. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
D. N. Harwell
B. L. Gifford
G. A. Starkey
W. E. Schwartz

Ben A

BEN GIFFORD
11-4-74

RECEIVED
JAN 21 1975
PROJECT MANAGEMENT SECTION

We are pleased to add our approval, subject to the steps listed above, and wish you every success.

A copy of this letter should accompany your application to the federal agency as evidence of your having complied with OMB A-95.

Sincerely,

William M. Brown
Acting Administrator

WMB:Lm

Attachment

8324

R

1-16-75
cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Div.
Gary Potter
Geo. Hopkins
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 10, 1975

RECEIVED
STATE HWY ENGR.
JAN 16 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Mrs. Leslie Lehmann, Coordinator
Local Government Relations Division
240 Cottage Street, SE
Salem, Oregon 97310

Dear Mrs. Lehamnn:

Additional details have been worked out between the State Highway Division and our department pertaining to the Hilgard-La Grande Project # 7412 2 120.

The following steps are necessary to reduce the hazard to wildlife along the I80N highway from Hilgard to Oro Dell.

1. A 84-inch woven wire fence be constructed along the entire length of project on the north side of highway.

2. Several water developments be installed north of fence in designated areas.

3. Implementation of fence and water development locations be coordinated with the district wildlife biologist (Mike Kemp, 963-2138) and the State Highway Division.

With Highway Division agreement to these additions, the Wildlife Commission approves the project.

Your cooperation in this matter is greatly appreciated.

RECEIVED
JAN 15 1975
PROJECT MANAGEMENT SECTION

Sincerely,

W. E. P.

BEN GIFFORD

William E. Pitney, Chief
Environmental Management Section

cc State Highway Division, Attn: L. W. Rulien
" " " , Environmental Section

Ben R

9234

80N

December 19, 1974

Mr. Burt Carnegie
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Re: Hilgard-LaGrande
Old Oregon Trail Highway
Union County

Dear Mr. Carnegie:

Additional information was requested by you through the State Clearinghouse relative to the proposed construction on the named section. There will be no embankments into or adjacent to the Grande Ronde River. Also, there will be no channel changes of the river.

The existing guard rail will be removed and replaced with our current designs.

Additional fencing will be constructed back of the guard rail on the existing embankment slopes adjacent to the river.

We hope that this will answer any questions that you have on this project. If additional information is required, please contact us.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

LKW:we

1 Versteeg LW
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to Dale Allen 12-19-74, we

8234

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

La Grande, Oregon
December 19, 1974

FROM: Dale D. Allen
Regional Construction Engineer

TO: L. W. Rulien
Project Management Engineer

S A L E M

SUBJECT: State Clearinghouse Review
Hilgard-La Grande
PNRS # 7411-2-120

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
FOR

This office was advised that the State Fish Commission had questions and concerns about the above State project which was holding up approval by the Clearinghouse.

This letter is to notify you that I have discussed the project with Burt Carnegie of the Fish Commission and that he has advised that his agency does not have any objection to the project whatsoever. His concern was that a structure on the project that we are proposing to raise might affect the stream bed and he did not realize that the structure in question is an overcrossing and that the work in no way will be near or adjacent to the waterway. I suggested that he also submit a revised comment sheet to the Clearinghouse.

One other matter about which the Game Commission people expressed some concern involved the effect of the concrete median barrier on deer and elk trying to get to water in the Grande Ronde River. Their concern was that possibly the median barrier would increase the number of road killed animals. I went over the project with Mike Kemp from the local Game Commission office and pointed out that the right of way fence was going to be constructed along this project and that this fence should restrict the movement of the young deer and elk and not the concrete barrier. Through our environmentalist, Jim Kennedy, we will, however, attempt to compile a factual report on the number of road-killed animals in this area before and after the installation. Hopefully from this report we will be in a better position to make a factual recommendation.

12-18-74

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz
Aeronautics Division

DDA:je
Attachments

cc: H. Versteeg w/attachments
J. Kennedy w/attachments

RECEIVED
DEC 2 1 1974
PROJECT MANAGEMENT SECTION

BEN GIFFORD

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

December 18, 1974

Ms. Leslie Lehmann
Local Government Relations Division
Executive Department
240 Cottage Street SE
Salem, Oregon 97310

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

HILGARD-LA GRANDE SECTION
I 80 N, 74-11-2-120

Mr. Dale Allen, Resident Engineer, Oregon State Highway Department, informed me this morning that the subject project consists of surfacing and guardrailing six miles of freeway, which also includes raising an overcrossing over the freeway to maintain vertical clearance. As there are not rivers or streams involved, we anticipate no fishery conflict, and the proposal is approved.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Mr. Dale Allen, Oregon State Highway Department, La Grande
Mr. J. H. Versteeg, U.S. Highway Department, Salem

1 Vernon ✓
2 Trout ✓
3 Swanson ✓
4 Trout ✓

RECEIVED
ROAD DESIGN SECTION
Other

COPY

3234

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

December 11, 1974

RECEIVED
DEC 13 19
R
FOR

Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Hilgard - LaGrande; Old Oregon Trail Highway
PNRS # 7411 2 120

The purpose of this letter is to confirm the current status of the State Clearinghouse review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. Potentially significant conflicts with the plans and policies of one of these agencies were identified. Attached are the comments we received from the State Fish Commission.

The State Clearinghouse cannot conclude its review until the questions and concerns of this state agency have been resolved.

You should work closely with Burt Carnegie of the Fish Commission, and provide him with any information requested.

Feel Free to call on Leslie Lehmann, Coordinator, State Clearinghouse, (378-3732), if you need any assistance.

Sincerely,

William M. Brown
Acting Administrator

12-13-74
cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
WMB:lw

Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz

Attachment

SENT
BEN GIFFORD
11-4-74

RECEIVED
DEC 12 1974
PROJECT MANAGEMENT SECTION

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
240 COTTAGE STREET S.E.

TOM McCALL
GOVERNOR

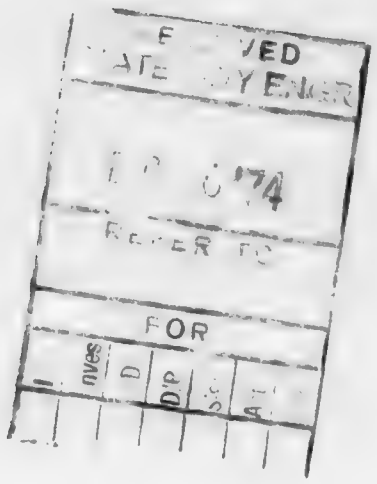
J. N. PEET
Director

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

December 4, 1974



Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: Hilgard - LaGrande
Old Oregon Trail Highway
PNRS #7411 2 120

This is to notify you that several state agencies have requested an extension of review time as allowed by OMB A-95.

We will make every effort to expedite in an attempt to put you to the least possible inconvenience.

Sincerely,

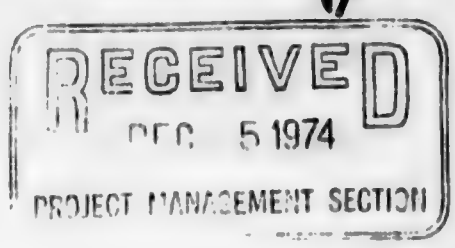
William M. Brown
Acting Administrator

WMB:Lm

SENT
BEN GIFFORD
11-4-74

cc: December 6, 1974
G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division

Gary Potter
H. S. Cox
B. L. Gifford
G. A. Starkey
W. E. Schwartz



8234

Form FHWA 121 (Rev. 5-73)

L

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(-)
Raising Upper Perry Structure

DATE: December 10, 1974

In reply refer to: 1041DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In view of the 14-year use and four recorded hits requiring maintenance on the above structure and the supportive information submitted under Mr. Hunter's letters of September 13, 1974 and November 23, 1974, we feel you have not made a sufficient case to warrant a costly structure raising.

The basis for any overlay under the structure which would reduce the existing clearance should be carefully evaluated.

NOTED
E. S. HUNTER

for G. L. Green

12-11-74
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER
action

Copies To Wolfe
Hart
Schwartz
1-2-75

RECEIVED
DEC 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

-634-

November 25, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Upper Perry Undercrossing
Oregon Project I-80N(-)
Your File 1041BR

We have looked into the possibility of dropping the grade concerning the Upper Perry Undercrossing Bridge as you suggested in your October 1 memorandum to obtain the desired vertical clearance.

Our investigation indicates that the grade would have to be dropped a maximum of three feet under the structure to accommodate the surfacing and pavement for anticipated traffic load and still maintain the desired vertical clearance. Our Region Office indicates that there is a strong possibility that rock will be encountered in making the necessary excavation which may present unique problems in the removal and maintenance of traffic during construction. In addition, the excavation limits will fall within two feet of the structure footing and hand work may be required in working this area to retain structural integrity.

The cost for dropping the grade is $310,000 which involves approximately 0.25 mile of grading and new pavement construction. Raising the structure will cost $140,000 which includes $40,000 for overlay through the same 0.25 mile segment. Both estimates take into consideration necessary adjustment to the ramps. In comparison, the alternative of lowering the grade is $170,000 more expensive than raising the structure.

From this it is apparent that raising the structure is the more logical approach to achieve the desired vertical clearance

as it is less expensive than lowering the grade and it is more adaptable to the handling of traffic during construction.

We wish to reaffirm our request for your concurrence with our proposal to increase the vertical clearance by raising the structure.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WHT:jp js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. E. Schwartz
W. J. Hart

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(-)252
Hilgard-LaGrande Section
Old Oregon Trail Highway
Additional Stage Construction on Four Bridge Decks
Raising the Upper Perry Undercrossing

DATE: November 12, 1974

In reply refer to: 1041DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our October 16, 1974 memorandum concurred in the negative declaration on this project. To avoid any misunderstanding, our concurrence in the type of environmental evaluation should not be interpreted to imply concurrence in the additional stage construction involving four bridge decks and the raising of the Upper Perry structure as described in the assessment. Additional information and justification for the deck work is necessary.

Our October 1, 1974 memorandum responded to Mr. Hunter's September 13, 1974 letter which requested approval for FAI funding in raising the Upper Perry structure. We do not consider that adequate justification has been presented to support the cost of raising the structure. If lowering the grade is feasible and substantially less costly, such information should be presented as requested in our October 1, 1974 memorandum.

for G. L. Green

11-13-74
cc Wolfe

cc:
OSHD (W Hart)
OSHD (V Wolfe)

RECEIVED
STATE HWY ENGR
NOV 13 '74
REFER TO
Hunter
FOR
Dives | N/D | D/R ✓ | Sign | ...

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6883

LRW LAG 48 10-9-74 4.55 PM

WILLIAM THREAD
LOCATION SECTION

EASTBOUND LANE

ROCK FROM THE GRANDE RONDE RIVER BRIDGE TO PLUS OR MINUS 200 FEET EASTERLY OF PERRY OVERCROSSING. FROM THERE ON EASTERLY WAS UNABLE TO DETERMINE IF ROCK OR COMMON.

WESTBOUND LANE

ROCK FROM GRANDE RONDE RIVER BRIDGE TO OVERCROSSING. FROM THERE ON EASTERLY THE LANE IS PARTIAL FILL. MAY BE ROCK NEAR CENTERLINE.

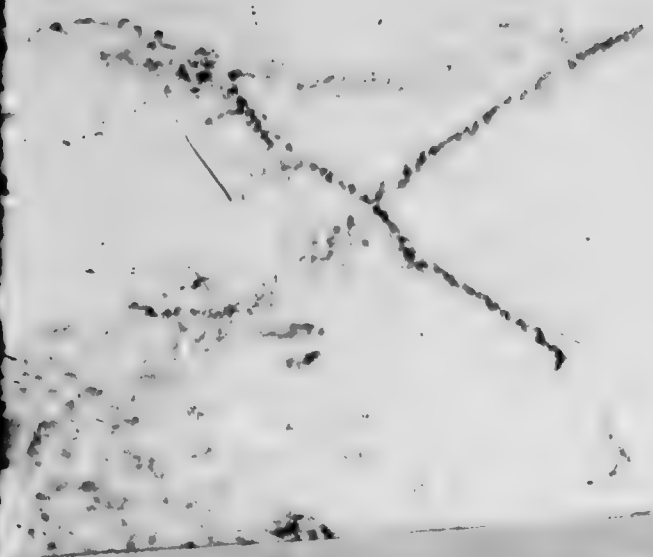
APPROXIMATELY 50 PERCENT ROCK FOR SURE.

RIVER BRIDGE TO THE WEST CONTROLS DISTANCE GRADE CAN BE LOWERED.

DALE ALLEN

JMA.

RECEIVED
OCT 9 1974
LOCATION
SECTION



8234

Hilgard - LaGrande
65 58 8N E

Verstaeg
A. Olson
Tarpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 10 1974
ROAD DESIGN SECTION

Requires Reply ☐
Bring Up
Other

NOTED
L. K. WATSON

LRW LAG 42 12-10-74 1.15 PM

LYLE WATSON
ROAD DESIGN

50,000 C.Y. OF BORROW CAN BE TAKEN FROM THE ORODELL QUARRY.

VERN MOORE

JE$\frac{3}{4}$4.

8234

80N

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

November 22, 1974

FROM: Joseph A. Sohlieski

TO: W. E. Schwartz
Region Engineer
La Grande

☐ RE ☐ ☐ ☐

☒ ROE NOV 25 1974 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

SUBJECT: Hilgard - La Grande Section
Old Oregon Trail Hwy
Union County

"Additional x-sections and recommended fencing plan"

Attached find additional x-section notes requested on the subject section at the following stations:

675 - 705 Section taken to elevations from centerline of hwy to centerline of railroad.

755 - 767 " "

795 - 798 + 96.5 " "

935 - 942 + 92 " "

Attached also find drawings taken from the Glover-Perry Section and the Perry-Oro Dell Section "As Constructed" plans dated 1961. On these plans we have indicated in red the fencing required to keep cattle off the highway. There is substantially no fencing along this section. Portions of existing fencing requires repairs by maintenance and other short sections are of no value at this time because they don't tie into any thing.

We have estimated approximately 9.86 miles of fencing to be installed, and 7 cattle guards to be contructed.

I reviewed the required fencing with Glenn Starkey on the project and he concurred with our recommendation.

To Frank Terpin

cc: file

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Data in Job file.

RECEIVED ROAD DESIGN SECTION

OREGON STATE HIGHWAY DIVISION

RECEIVED
DEC 24 1974
PROJECT MANAGEMENT SECTION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1974

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
John Beck, Interim Coordinator
Wallowa County Courthouse
Enterprise, OR 97828

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Interstate Funds
State Administrative Dist. No. 13
Hilgard - La Grande Section
Old Oregon Trail Highway
Union County

ves
D/D
D/R
Sign
Act
File
FOR
ER TO
DEC 27 '74
E ...WY ENGR

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 16, 1974.

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz

BEN GIFFORD

NOTE ↓

We urge you to seek these funds!

John Beck
Coordinator

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation		[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60] [76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE [48]: 503 [49] PHONE [56]: 378	[56] EXTENSION: 6563	[59]
01	[12] PROJECT TITLE: Hilgard - La Grande		Dist. 13		[71]
11	[12] PROJECT LOCATION CITY: Old Oregon Trail Highway	[45]	[46] PROJECT LOCATION COUNTY: Union		[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project involves preliminary engineering, grading, paving, structures,				[71]
06	[12] and incidental items to upgrade this facility to Interstate Standards. This				[71]
07	[12] would include A/C overlay, repair bridge decks, raising structure, replacing				[71]
08	[12] guardrail in median with concrete barriers, slope flattening, set back signs				[71]
09	[12] and obstructions. Project length 5.63 miles.				[71]
10	[12]				[71]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
1,748,000	- -	152,000	- -	- -	1,900,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		[71]
15	[12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: DECEMBER [43] DAY [44]: 16 [45] YEAR [46]: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 4, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 4, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal and Interstate Program

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 58
(c) State Senatorial District(s) Number(s) 29

STATE AGENCIES ONLY

VII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

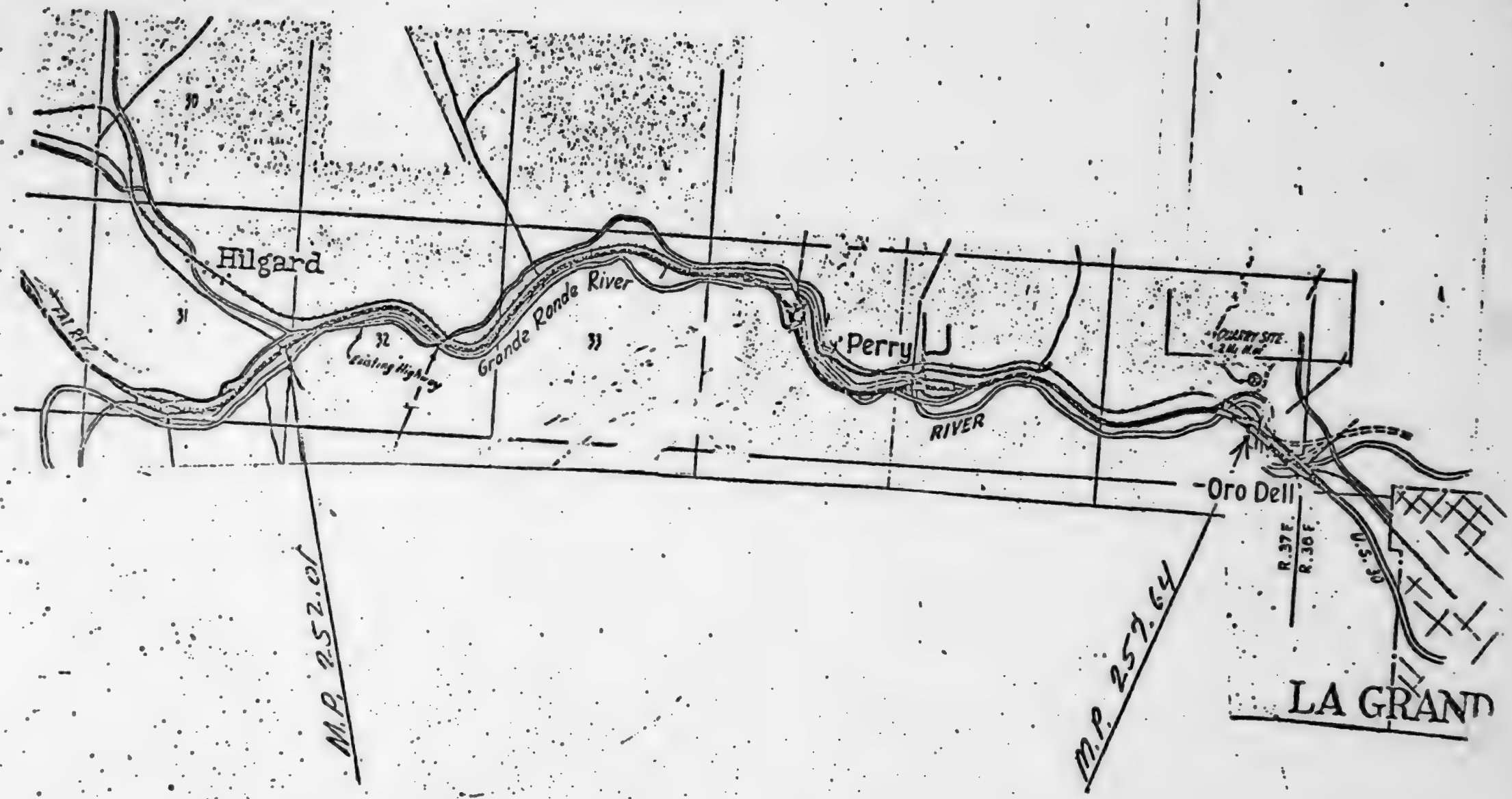
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(E) This is a Category 3 Project under Oregon Action Plan and a negative statement will be prepared.

17(F) No Right-of-way is anticipated for this project.
A Hearing will not be required.
The Project is proposed by the State Highway Division.


Hilgard
Grande Ronde River
Perry
RIVER
Oro Dell
LA GRAND
M.P. 252.0
M.P. 257.64
R.37E.
R.36E.
30
31
32
33

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE October 28, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Hilgard-La Grande Section, Old Oregon Trail Highway, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
W. E. Schwartz, Region Engineer
G. A. Starkey, District Engineer

APPROVED
E. S. Hunter
E. S. Hunter
Date 10-30-74

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BEN GIFFORD

6234

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(-)252
Hilgard-LaGrande Section
Old Oregon Trail Highway
Project Assessment

DATE: October 16, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED
OCT 24 1974
Office of
Assistant State Highway Engineer

10-24-74
cc: Ruben
Potter

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10-8-74

A. PROJECT IDENTIFICATION

Name of Project Hilgard-LaGrande (Section) I-80N-6(-)252

Location of Project Old Oregon Trail (Highway Name) I-80N (Highway No., US - ORE)

(City) Union (County) 5 (Region)

Program Federal (Funding) $1,766,400 (Estimated Cost) 631-1904 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade existing highway to current interstate standards. This would include A/C overlay, repairing the decks on 4 bridges, raising one bridge, replacing guardrail in median with concrete barries, slope flattening, set back signs and other obstructions.

Origin and History: This project is a continuation of OSHD policy of upgrading interstate facilities to current standards. Project is considered to be essentially an A/C overlay. Project in final design stage.

C. DESCRIPTION OF PROJECT

Length 5.63 miles

Termini M.P. 252.01 - M.P. 257.64

Alignment ☐ New ☒ Existing ☐ Combined

3 CATEGORY PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No need for additional R/W is anticipated. Possible encroachment on Union Pacific R.R. through slope flattening.

Typical Section

Structures Proposal includes possible raising of bridge structure at Perry to compensate for overlay thickness. There may be a need to repair deck on 4 structures prior to A/C overlay.

Characteristics (ADT)

Other General Information (or Supplemental information to items) Slope flattening may partially fill ponded areas adjacent to and created by highway. Ponded areas are small and mostly filled with cattails and marsh grasses.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives have been considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

This portion of the Oregon Trail Highway is located immediately west of the city of LaGrande (pop. 10,500). The project area is within the relatively narrow canyon of the Grande Ronde River at an elevation of about 3,000 feet. Considering the altitude and sheltered position of the project area, climatic conditions are probably cooler than that experienced in LaGrande (el. 2,700 ft. msl). January-March average temperature for LaGrande is 34° F.; July-September is 66.8° F. Precipitation at LaGrande is about 20 inches. Snowfall is 36 inches. Greater snowfall and rainfall can be expected in the project area. Highway abuts Grande Ronde River. River is a habitat for anadromous fish. Local vegetation is riverene and transitional (i.e., ponderosa pine, larch, fir).

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Cultural aspects include possible encroachment on utilities (Union Pacific R.R.). Proposed materials source at OroDell (note sketch). Old guardrail and posts to be stockpiled at LaGrande.

OroDell quarry is state owned and is partially visible from the highway. No significant change in noise or air quality.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   The acquisition of additional right of way is not anticipated.

   Consequences:

2. Estimated Changes in Traffic Patterns: None

   Consequences:

3. Estimated Changes in Land Use: Possible filling of ponds between east and west bound lanes.

   Consequences: Considering the natural surroundings, filling the ponds would probably be insignificant in terms of habitat destruction.

4. Expected Adverse Effects on Natural Ecological Resources: None anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   Temporary construction activities.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical environmental problems have been identified.

7. Potential for Controversial Issues:

None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		X		Examination of "ponded" areas between travel lanes. Assess.
Urban Economist				
Water Quality Spec.		X		Assessment of projects impact on river.
Acoustical Engineer				
Air Quality Engineer				
Cultural Geographer				
Urban Planner				
Geologist				

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

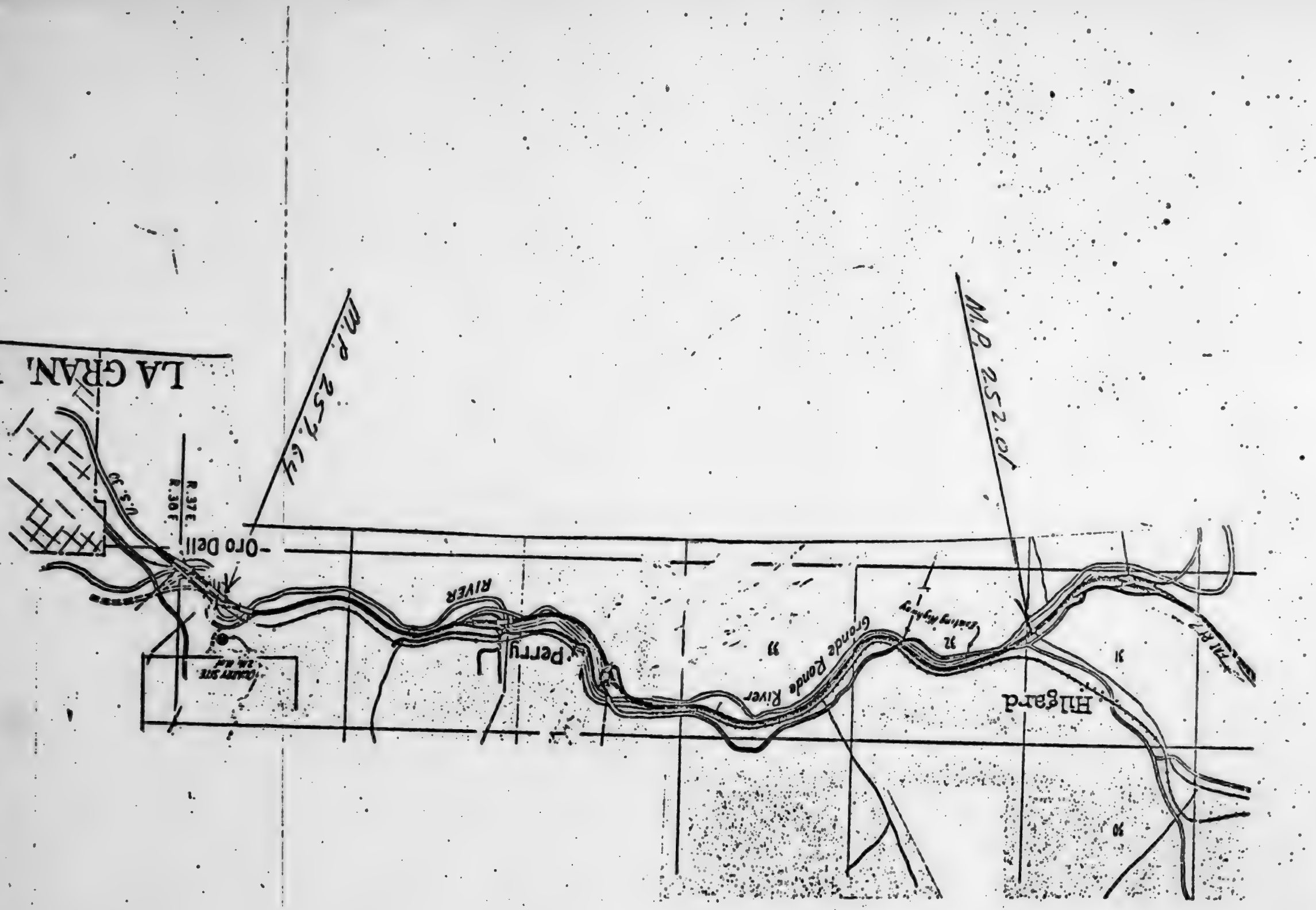
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [X] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

Negative declaration can be prepared by Region 5 office.


M.P. 257.64
M.P. 252.01
LA GRAN
Oro Dell
R.37E.
R.36E.
U.S. 30
RIVER
Perry
Grande Ronde River
Existing Highway
32
33
31
30
Hilgard

8234

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 24, 1974

FROM: Dale Allen
Regional Construction Engineer

TO: Don Trout
Design Office Engineer

SUBJECT:
Quarry Plan
Hilgard-La Grande Section
Old Oregon Trail Hwy.
Union County

Refer to my letter of October 22, 1974.

Attached is photo of quarry and additional information. Please attach this to previous letter.

DDA:sh
Attachments

cc J. A. Schlieski

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

Picture, notes etc. returned in designers file

2 ✓
3 T
1 T

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 22, 1974

FILE: DES 10

FROM: Dale D. Allen
Regional Construction Engineer

George F Strauss for

TO: Donald L. Trout
Design Office Engineer

S A L E M

SUBJECT: Quarry Development Plan
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

Herewith find the Quarry Development Plan for the proposed subject project.

The haul road, which is shown on the sketch map, would enter the westbound traffic at approximately Station 37+50 and the exit would be from the eastbound lane, approximately Station 40+50. An advance warning signing plan should be developed for these locations and incorporated into the construction plans for this project.

The conditional use permit and the mining permit application will be acquired and submitted at a later date.

Would you make two copies of this plan as submitted and return them to us at your earliest convenience.

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Hager ____ Watson ____ Lee.

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

GFS:je
Attachment

1
2

1 Copy

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 12, 1974

FROM: Joseph A. Schlieski

SUBJECT: Hilgard - La Grande Section
Old Oregon Trail Highway
Union County

TO: Dale D. Allen
Region Construction Engineer
La Grande

Attached find development plan (?) for the Orodell quarry site.

We've taken x-sections normal to a baseline, (the west boundary of the site), and interpolated one section 450' east of and parallel to the baseline.

Attached are additional x-section notes not plotted, copies of soil and geological exploration logs, and one aerial photo with the baseline indicated.

The soils exploration data indicate that there is approximately 40' of good material available in the present area being used.

As can be noted from the attached data we've suggested the following:

1.) The general work area be restricted to that contained between the baseline and the natural draw on the east side of the site. Normally dry, however will require contract to clean out all mat'l from draw to prevent a silt flow. DD

2.) There is a natural ground screen on the south side of the pit that could be preserved to partially hide the quarry from the view of the highway.

3.) On the north side of the existing pit there is a nearly vertical cut approximately 100' high, which should be fenced across the top until such time that a safe cut or fill slope is developed.

4.) The proposed work area is behind the natural screen and will not visually effect the appearance of the quarry from the highway.

Access to the work area could be by the presently impassable dirt road to the City of La Grande's quarry site. (See previous letter)

8234

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 21, 1974

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: File 29495
Hilgard-LaGrande Section
Old Oregon Trail Highway

TO: J. H. Versteeg
Road Design Engineer

Attn: Floyd Scott

This file is being cancelled in accordance with a recommendation from Region 5 in 1961 and confirmation received this month from Region 5.

AE
mp

cc: W. E. Schwartz
Verne Allen

1 Versteeg ✓
A. Olson
Terpin
2 Scott Rounds
Swenson
R. Olson
Trout

RECEIVED
OCT 22 1974
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
ROBERT R. ROUNDS
Cancellation noted on R/w map 8B-6-11

FROM
FORM 81-734

8234

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 18, 1974

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Preliminary Plan Review
Hilgard-La Grande Section

TO: Frank E. Terpin
Final Design Engineer

S A L E M

This is in reply to your October 4 letter pertaining to the above project. Attached is the requested information.

I believe I have mentioned this before, but we would like to have the existing painted guard rails stripped of paint under the upcoming contract. All posts and suitable rail that is surplus from the job should become the property of the State and stored at the maintenance storage site near Ladd Canyon.

In regard to the scale site, your section might investigate the feasibility of establishing a somewhat longer taper on the off-ramp and eliminating any guard rail between the travel lanes and the scale site. The fact that the scale site is just beyond a curve to the left makes the guard rail in this installation on the right shoulder a traffic hazard.

Winter conditions in this canyon have resulted in several vehicles, including trucks, striking the median barrier. I am not sure whether the Division has any revised designs to beef up the concrete median barrier, but if there are any designs in the works, this would be a good section to try them on. A report was submitted outlining the problem we experienced with trucks hitting the median barrier on the Meacham-Hilgard Section.

The material source for the above project is currently in Region Office and is being reviewed by our geologist. It will be submitted shortly.

1 ✓
2 ✓

DDA:je
Attachment

cc: H. M. Fillmore

Plans & notes retained in designers file

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 17, 1974

FROM: H. M. Fillmore
Resident Engineer

SUBJECT: Requested information
Hilgard-La Grande Sect
Old Oregon Trail
Union County

TO: W. E. Schwartz
Regional Engineer

Herewith the information requested in Frank Terpins' letter to you dated October 4th.

The scale site is plotted on the reduced plans with accompanying notes. Tabulation of the guard rail as it exists today is enclosed, but not shown on the plans due to the many differences. There is also guard rail median barrier throughout the section. All existing rail is the same type we are using today except that it has been painted. Much of it is in very good condition. There were no drainage revisions on this section made on the recent spot safety project.

As far as I can determine, all items shown on the plans can remain in place except the guard rail and old fencing, which I believe Joe Schlieski recently reported. I also assume that the signing will be completely revised.

If further information is requested, please advise.

RECEIVED

FORM S-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 19, 1974

TO L. L. Wallace, Bridge Design Engineer

FROM L. K. Watson, Design Team Leader

SUBJECT Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

The metal median barrier will be replaced with concrete median barrier on the named section. There are three structures, Br. Nos. 8425, 8428, and 8429 with the metal median barrier. Please have plans prepared to show the construction of concrete median barrier across these structures.

1 Versteeg
2 Terpin

RECEIVED
OCT 1 1974
ROAD DESIGN SECTION

Response Needed ☐
Initial for Approval ☐
Initial for Concurrence ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

LKW:we
cc: C. G. Swenson

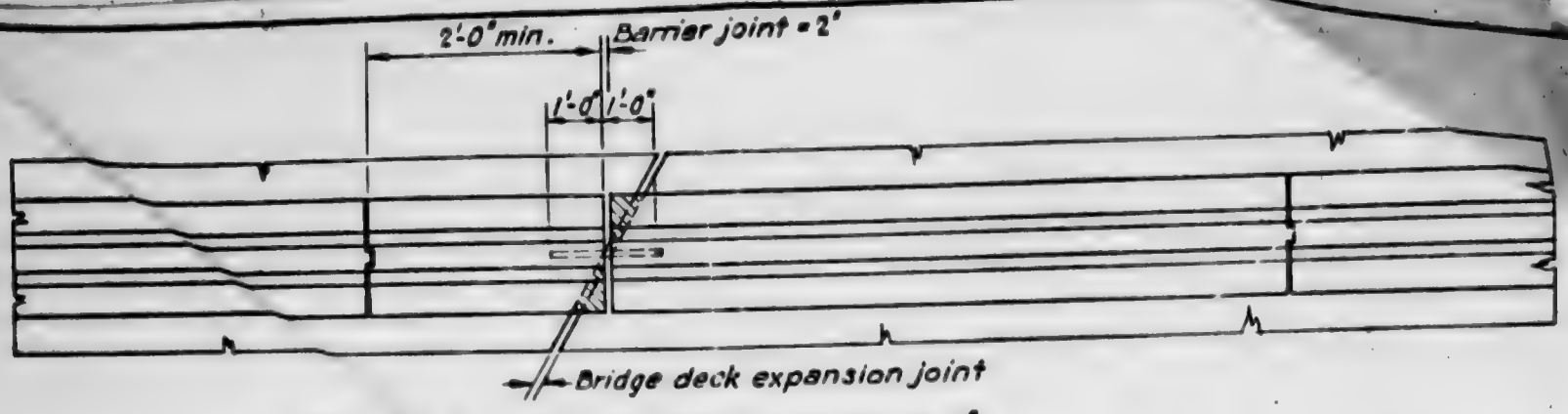
RECEIVED
SEP 20 1974
BRIDGE DIVISION

NOTED
L. K. WATSON

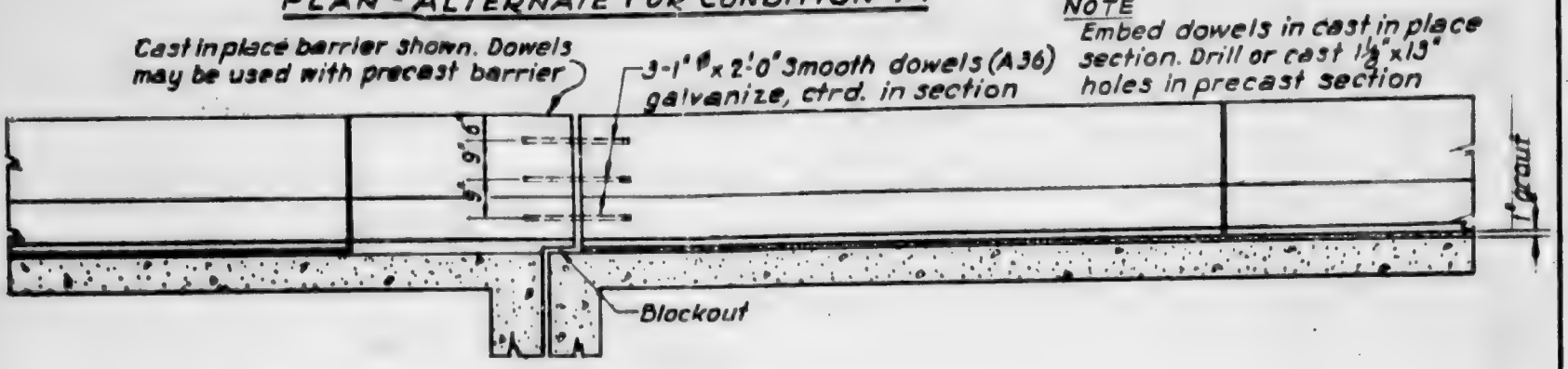
NOTED
L. L. WALLACE

NOTED
W. J. HART

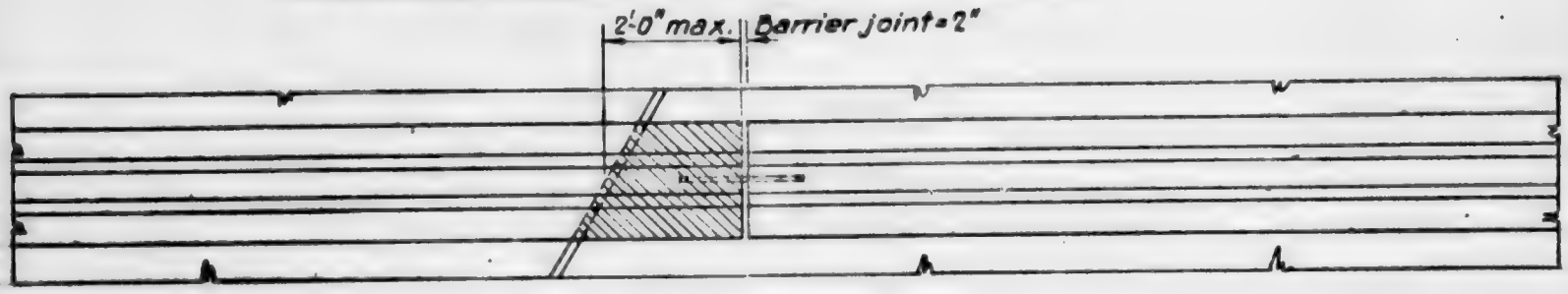
10-11-74
Print of drwg 30065 to Watson this date. LLW



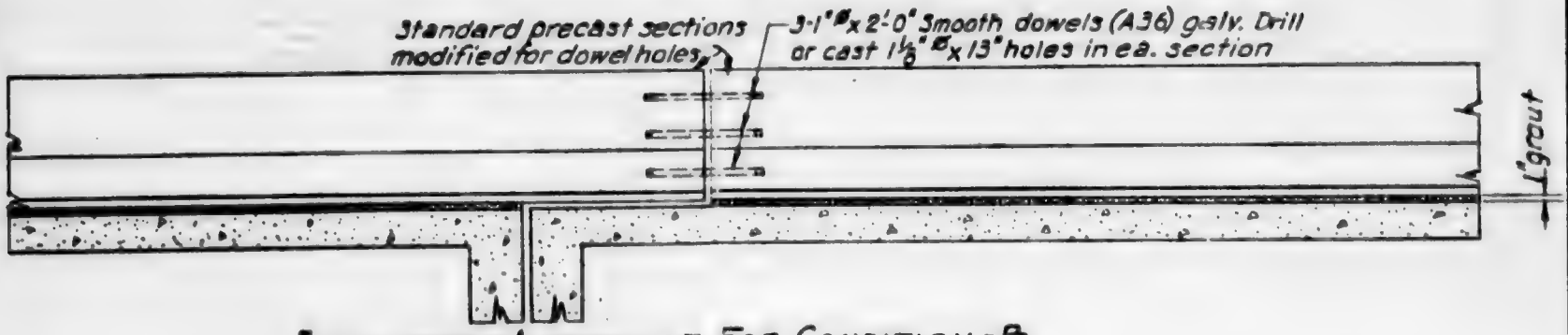
PLAN - ALTERNATE FOR CONDITION - A


Cast in place barrier shown. Dowels may be used with precast barrier
3-1" ø x 2'-0" smooth dowels (A36) galvanize, ctrd. in section
NOTE
Embed dowels in cast in place section. Drill or cast 1½" x 13" holes in precast section
9"
9"
1' grout
Blockout

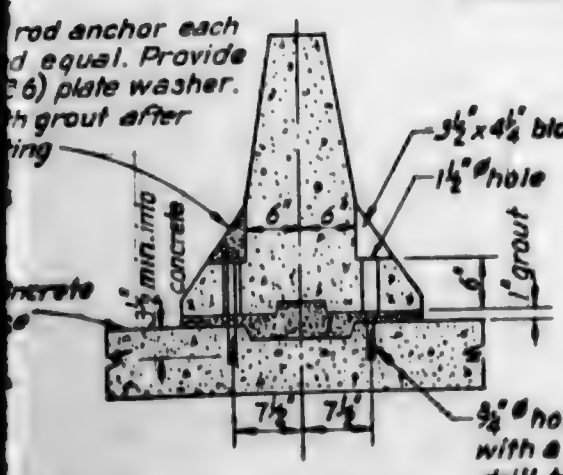
ELEVATION - ALTERNATE FOR CONDITION - A



PLAN - ALTERNATE FOR CONDITION - B


Standard precast sections modified for dowel holes
3-1" ø x 2'-0" Smooth dowels (A36) galv. Drill or cast 1½" ø x 13" holes in ea. section
1' grout

ELEVATION - ALTERNATE FOR CONDITION - B



SECTION B-B
Scale: 1" = 1'-0"

NOTE
See dwg. no. 2127 for details of precast or cast in place barrier not shown
Alternate details or methods may be submitted for approval of the engineer.
All bolts, nuts, washers and dowels to be hot dip galvanized.

APPROVED
Walter J. Hart
BRIDGE ENGINEER

DESIGNED
DRAWN J. Hardin
CHECKED
REVIEWED JMT 10/10/74
REVIEWED LAH 10/10/74
CALC. BOOK

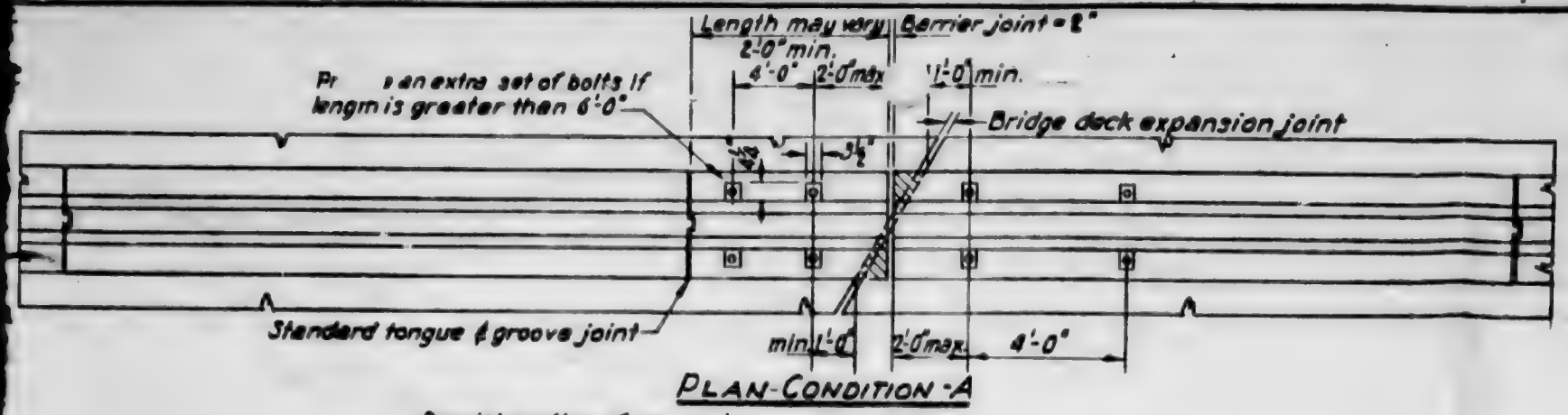
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

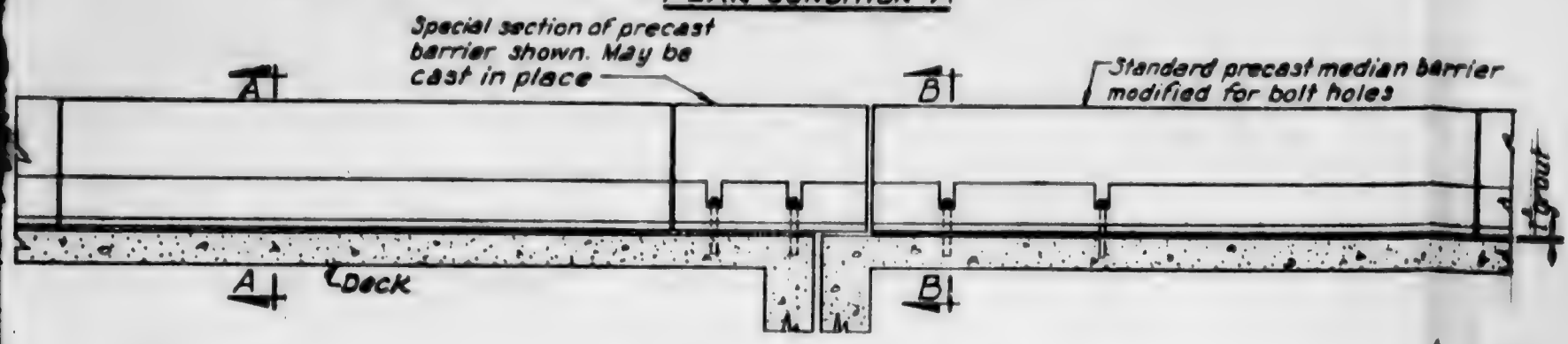
STANDARD CONCRETE MEDIAN BARRIER AT BRIDGE EXPANSION JOINTS

GENERAL DETAILS

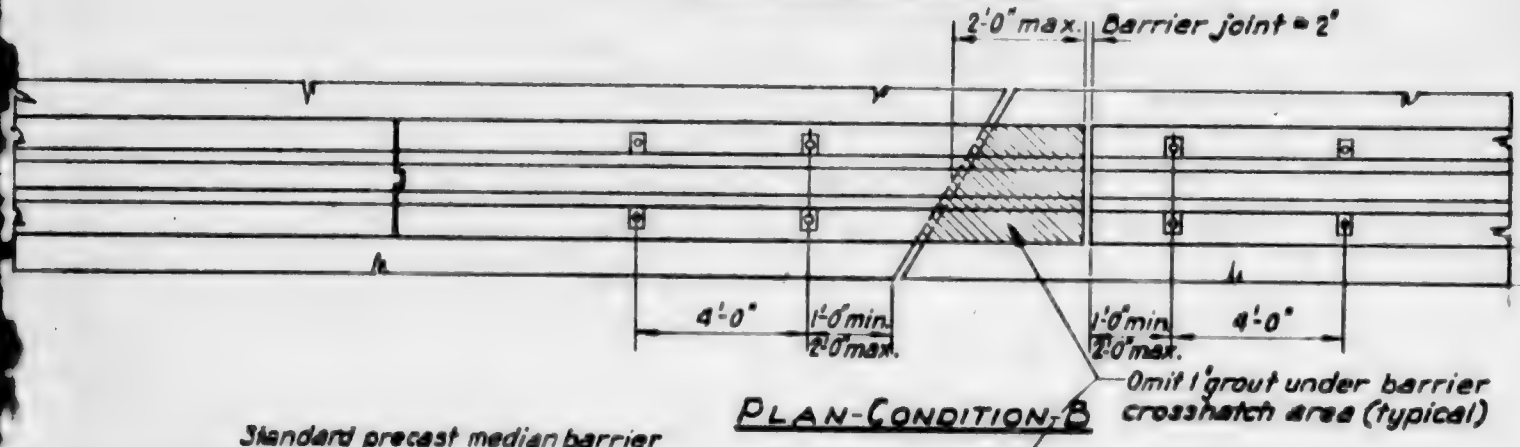
DATE Oct. 9, 1974
BRIDGE NO. Standard
SHEET ... OF ...
DRAWING NO. 30065



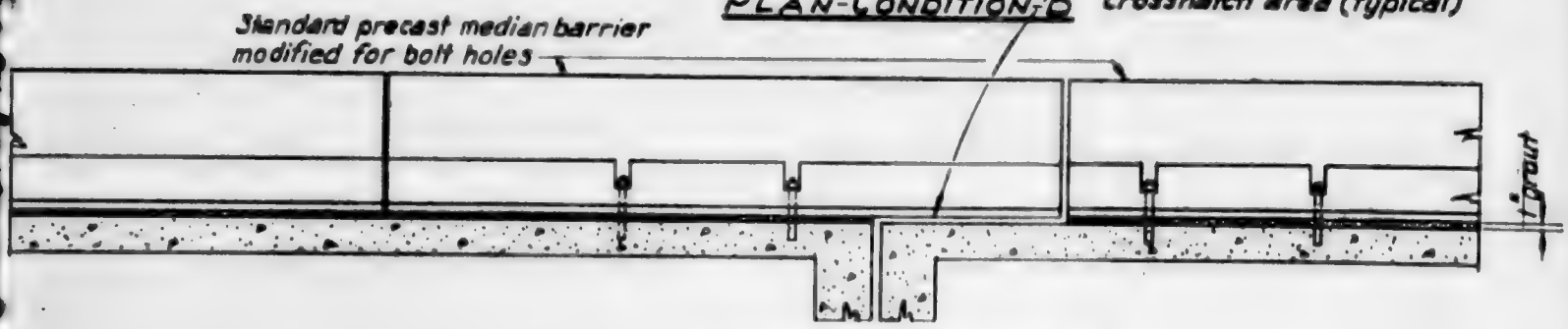
PLAN-CONDITION-A



ELEVATION CONDITION-A



PLAN-CONDITION-B

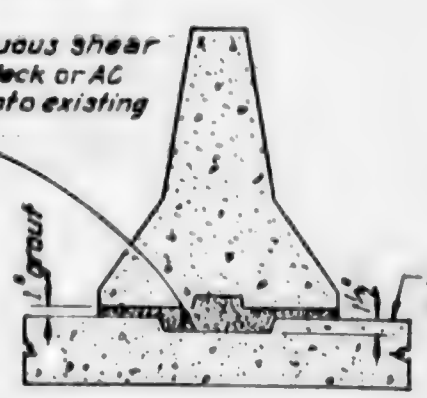


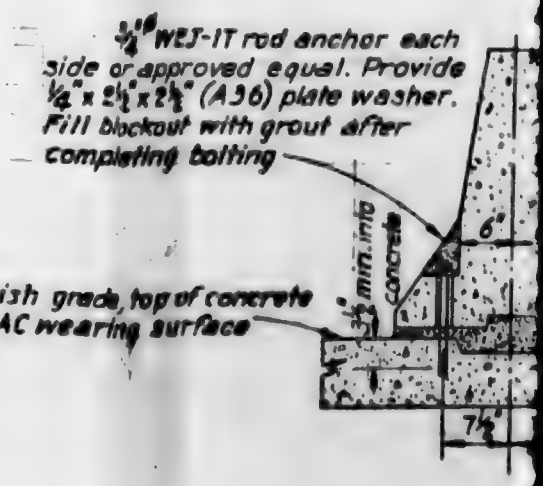
ELEVATION CONDITION-B

NOTE

Condition-A to be used when end of standard length section of barrier ends more than 2'-0" from joint.

Condition-B to be used when end of barrier comes within 2'-0" of joint.




¾" WEJ-IT rod anchor each side or approved equal. Provide ¼" x 2½" x 2½" (A36) plate washer. Fill blockout with grout after completing bolting
Finish grade, top of concrete or AC wearing surface
¾" min. into concrete
6"
7½"

SECTION A-A
Scale: 1"=1'-0"

SECTIO
Scale: 1

8234

80N

Form 81-734 3000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 7, 1974

FROM: Harlin Gerlach
Regional Utilities Engineer

TO: Memo to the Files

SUBJECT: Hilgard - La Grande
Section, Old Oregon
Trail Hwy
Union County

The U.P.R.R. Co. has requested access to their facilities from Hwy I-80N at the following locations.

1. A locked pedestrian gate at highway M.P. 253.86 (Station ± 678 +55) = R.R. M.P. 282.95, or for us to put about 3" or 4" of gravel on their existing frontage from crossing near 5 points (± 800') to M.P. 282.95.

2. Locked gate (for vehicle traffic) at Hwy M.P. 254.28 (Station 700+55) = R.R. M.P. 283.35.

3. Use existing locked gate near station 42+00 (West La Grande Interchange). This gate was provided for Oro Dell Irrigation Company and covered in agreement of July 1973.

Versteeg ✓
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 14 1975
ROAD DESIGN SECTION

Response Req'd
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

HWG:fv

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson W
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Plans & notes retained in designers file

8234

80 N

Salem, Oregon
October 4, 1974

F.E.T.

Frank E. Terpin, Final Design Engineer

W. E. Schwartz, Region V Engineer

Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

Enclosed is a set of reduced plans on the named section. Please have indicated on these plans the guard rail and drainage revisions that were made on the recent spot safety project. Also, indicate those items that can remain in place on this project.

Right of Station 915± to Station 935± is an existing scale site. There are no plans in this office showing the existing facility. Please have indicated on these plans the existing guard rail, pavement edges, drainage, etc.

1 ✓

LKW:we
Enclosures
cc: L. Watson

8234

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-80N(-)
Upper Perry Undercrossing
Bridge No. 8426

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. E. S. Hunter, Assistant State Highway Engineer

Mr. Hunter's letter of September 13 requests approval for raising the above structure during an overlay safety project. In order for us to properly evaluate this work please furnish us a cost estimate to lower the grade and any reasons you may have for not accomplishing the clearance by this method.

G. L. Green

cc:
OSHD (W. Hart)

NOTED
E. S. HUNTER
cc Hart
Wolfe
10-3-74

RECEIVED
OCT 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8034

R

September 13, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Upper Perry Undercrossing
Bridge No. 8426
Hilgard-LaGrande Section
I-80N M.P. 256.42
Union County

The Hilgard-LaGrande Section is programmed as a safety improvement project to include a four-inch overlay which will reduce the minimum vertical clearance of the subject structure to 14 feet 10 inches. Since the structure has already been hit several times, this reduction in clearance will aggravate the hazardous condition that now exists. Attached are photographs (Figures 1 through 4) which clearly indicate the magnitude of the damage to the structure during the past five years by overheight vehicles.

The lowest vertical clearance (15 feet 2 inches) is on the outside westbound lane under the outside girder. This girder has been scraped several times at this point; however, the most serious damage is seen over the inside lane (vertical clearance 15 feet 3 inches) where the girder has been deeply notched three times, exposing the reinforcing steel each time. Figures 1 and 2 show this damage with two earlier notches (noticed in 1969 and 1971) repaired by maintenance forces. The third hit was first noticed in May 1974 and was possibly aggravated by a repeat hit in August 1974. These hits were observed on the side of the structure facing the flow of traffic. Figures 3 and 4 show minor damage on the opposite girder over both lanes.

We realize that State law limits the height of vehicles to 13 1/2 feet (special permits grant up to 14 feet) with the

height determined while the vehicle is stationary. We also know that 100 percent enforcement is not possible. It is quite conceivable that the impacts to the structure are the result of "bootleg" vehicles. It is also recognized nationally that even with the mandatory tiedowns on overheight equipment (booms, et cetera), loads do bounce. These factors, among others, make it difficult to enforce the law unless the damage to the structure is witnessed by a credible person so that the offender can be apprehended.

In view of the severity of the damage sustained to the structure (note pictures) under the present conditions, it must be obvious that not only increased damage will occur with the overlay, but a definite hazard to the motorist is also imminent by debris from the damage as well as possible closure of the lanes because of a dislodged load or a wedged vehicle.

We request your concurrence with our proposal to increase the vertical clearance of the subject structure to a minimum of 17 feet after the overlay. This would be accomplished by raising the structure and adjusting its approach fills to meet the new gradient. Estimated cost is $150,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

WHT/VDW:mc js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. E. Schwartz

Figure 1. Severe damage inflicted over westbound passing lane by three separate hits (two of them patched by grouting). Aspect from side facing flow of traffic.

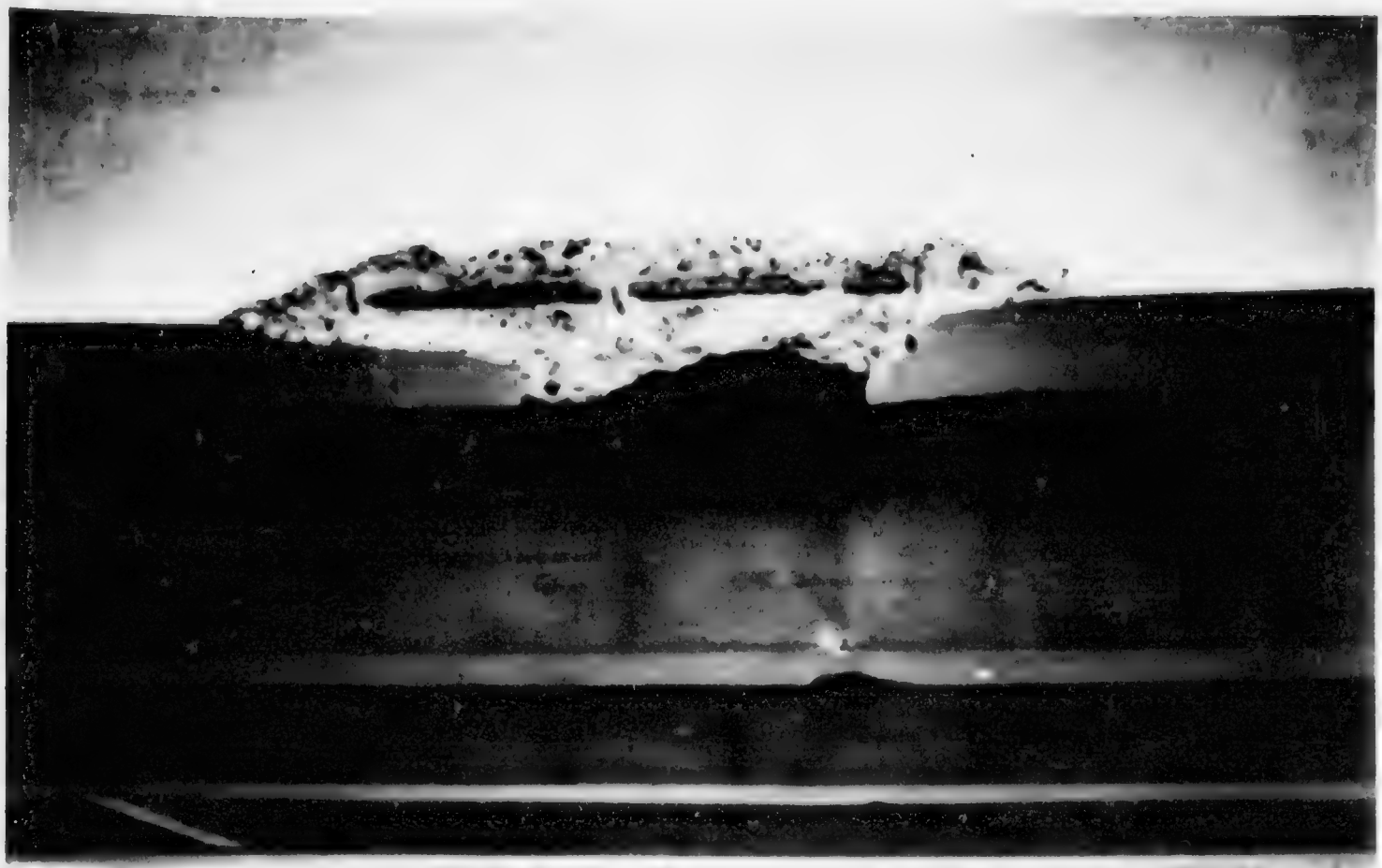


Figure 2. Closeup of damage inflicted by most recent hit over westbound passing lane, exposing No. 14 steel bar reinforcement. Aspect facing flow of traffic. Hit first noted in May 1974 and appears to have been aggravated, possibly by a repeat hit, in August.

Figure 3. Minor damage inflicted by recent hit over westbound passing lane. Aspect viewed from direction in which traffic is moving.

Figure 4. Minor damage inflicted by recent hit over westbound travel lane. Same aspect as Figure 3.

8234

80N

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 13, 1974

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Surfacing at Bridge Ends
Hilgard-La Grande Section
Old Oregon Trail Highway

TO: Frank E. Terpin
Final Design Engineer

S A L E M

REFERRED TO

Cole — Reed
Eriksen — Sample
Hager — Watson
Return — Forward
Discuss — File

BY FINAL DESIGN ENGINEER

Attached find 15 pages with photographs of bridge ends for the subject location project.

I believe that all of the approaches at the structure ends, excepting the east approaches of structures 8430W and 8430E, should be paved in depth similar to that shown in the Arlington Interchange-Irrigon Junction or South Baker Interchange-Pleasant Valley Interchange Section's plans.

Most all the structure approaches have been patched numerous times in the past to correct settlement and most show varying degrees of distress at this writing.

All the structure decks have had asphaltic concrete patched onto them in the past; however, most of the AC has been worn off, especially on the main traveled way, i.e., left lane of westbound structures and right lane of eastbound structures.

Walt Hart has advised that patching or some other treatment of the concrete bridge decks will be required. At this time we are not sure if a decision has been made as to the type of deck repair. You should discuss this with Walt.

GFS:je
Attachments

1 Versteeg
A. Olson
2 Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
SEP 16 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

HILGARD – LA GRANDE SECTION
Old Oregon Trail Highway
Structure [illegible]5W
MP 256.17W

West end approach of WB Structure.

End of structrue (to the left of crack)

The deck of the structure has ¾" of AC over the [illegible] deck [illegible] is worn mostly worn off of the main traveled way.

There is ¾" settlement in AC [illegible] of structure.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8425W
MP 256.17W

East end approach of WB Structure

Crack and settlement at end of structure.

The deck of the structure has 1" of AC over the construction joint but it is mostly worn off of the main travel way.

There is a 1" of settlement in the approach at the end of the structure with a crack in AC normal to traffic flow at the end of structure.

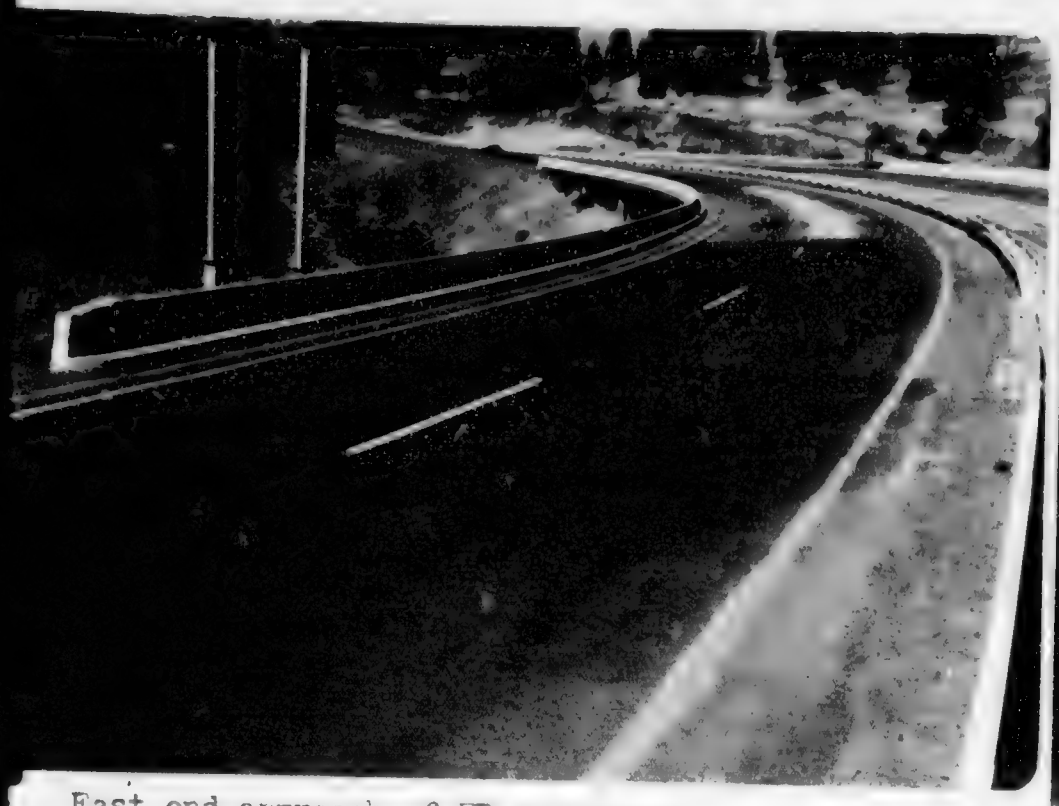
HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8425E
MP 256.17E

West end approach of EB structure.

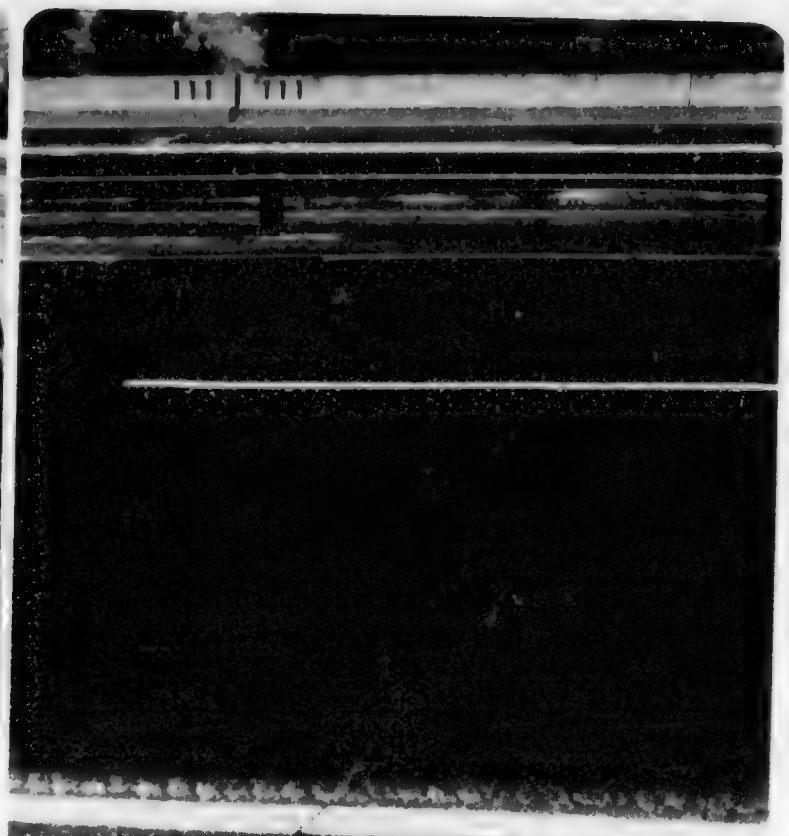
The deck of the structure has 2"-3" AC [illegible] of the deck area.

There is some settlement in the approach with a crack in the AC [illegible] traffic flow 3' from end of structure.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8425E
MP 256.17E



East end approach of EB structure.



Crack and settlement at end of structure.

The deck of the structure has 1"-½" of AC which covers about ½ of deck area.

There is ½" of settlement in the approach with a break in the AC normal to traffic flow 3' to 4' from end of structure.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 842HW
MP 257.22W

West end approach of WB structure.

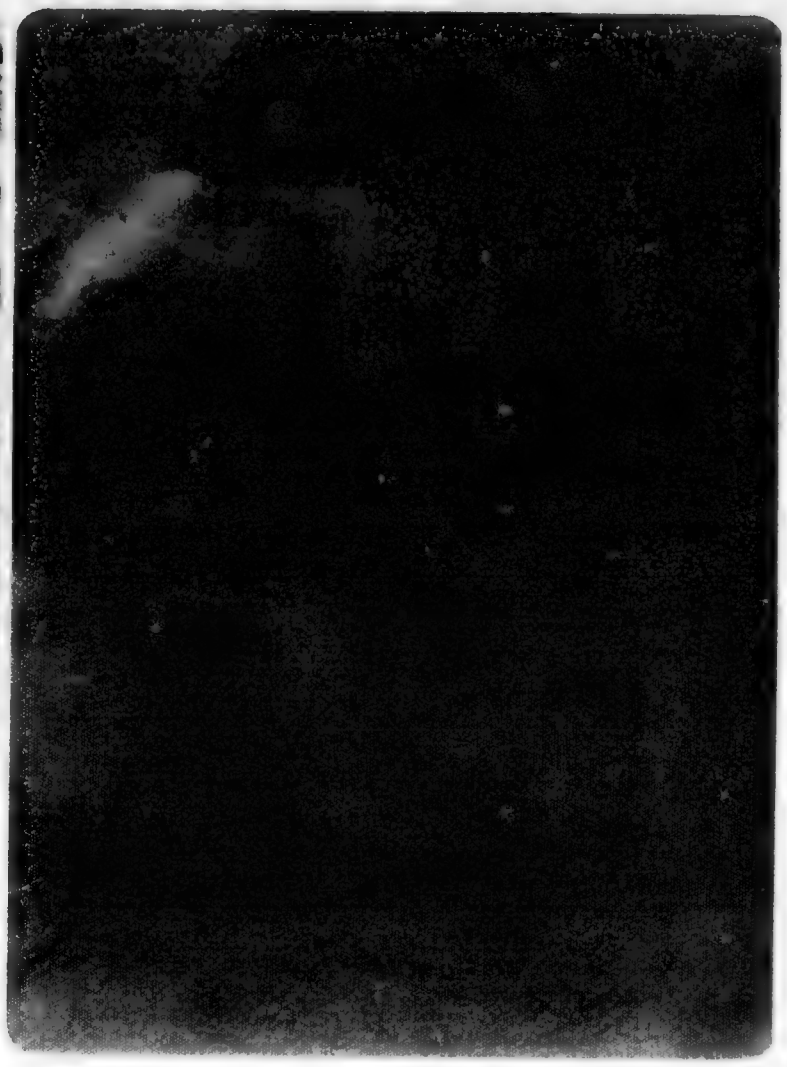
Creek and exit apron at end of structure.

The AC on the [illegible] of the temporary [illegible] worn off.

There is some [illegible] 2' to 4' from end of structure.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 842W
MP 257.22W

East End approach of [illegible]



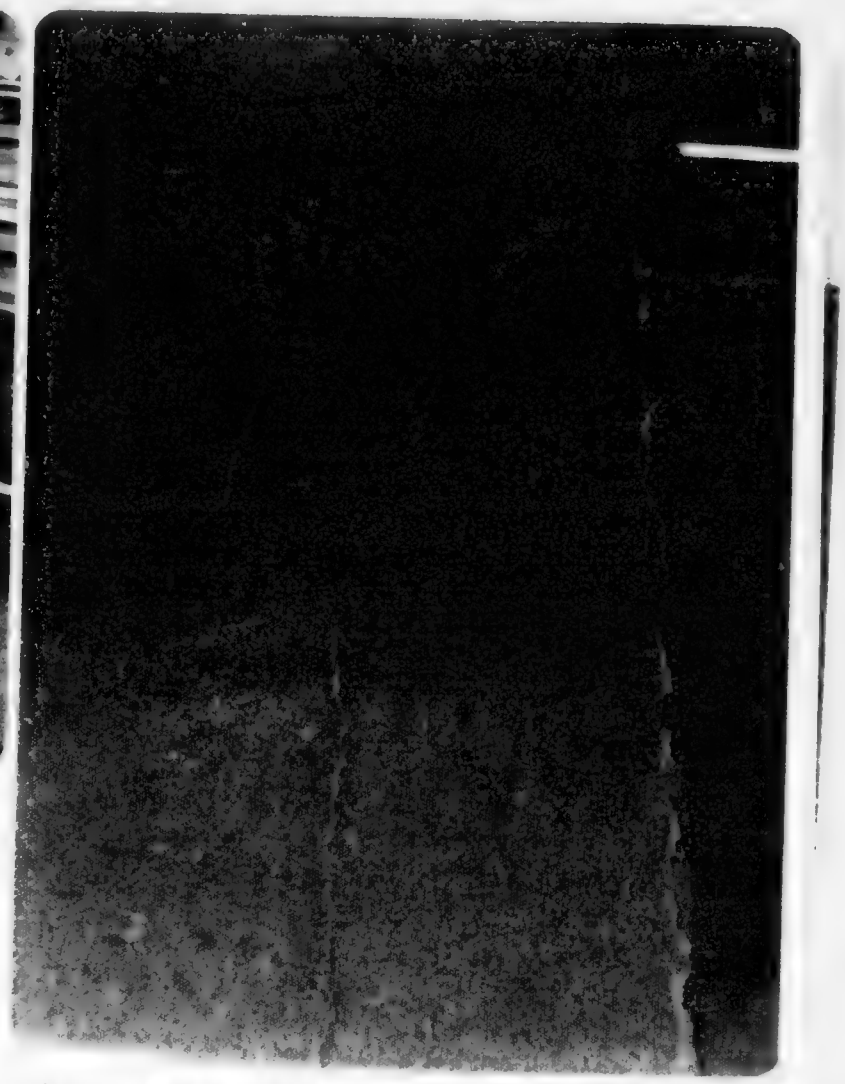
[illegible] retirement at [illegible] structure.

The AC [illegible]

There is [illegible] AC [illegible] traffic flow [illegible]

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 842RE
MP 257.22E

West end approach of EB structure.



Crack and settlement at end of structure.

The [illegible] in the left lane and has been mostly worn off the remaining area.

There is some [illegible] with a crack in the AC normal to traffic flow [illegible].

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8428E
MP 257.22E

East end approach of the EB Structure.

The AC [illegible] rm off.

[illegible] in the AC normal to traffic flow

Crack [illegible]
structure.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8429W
MP 258.89W

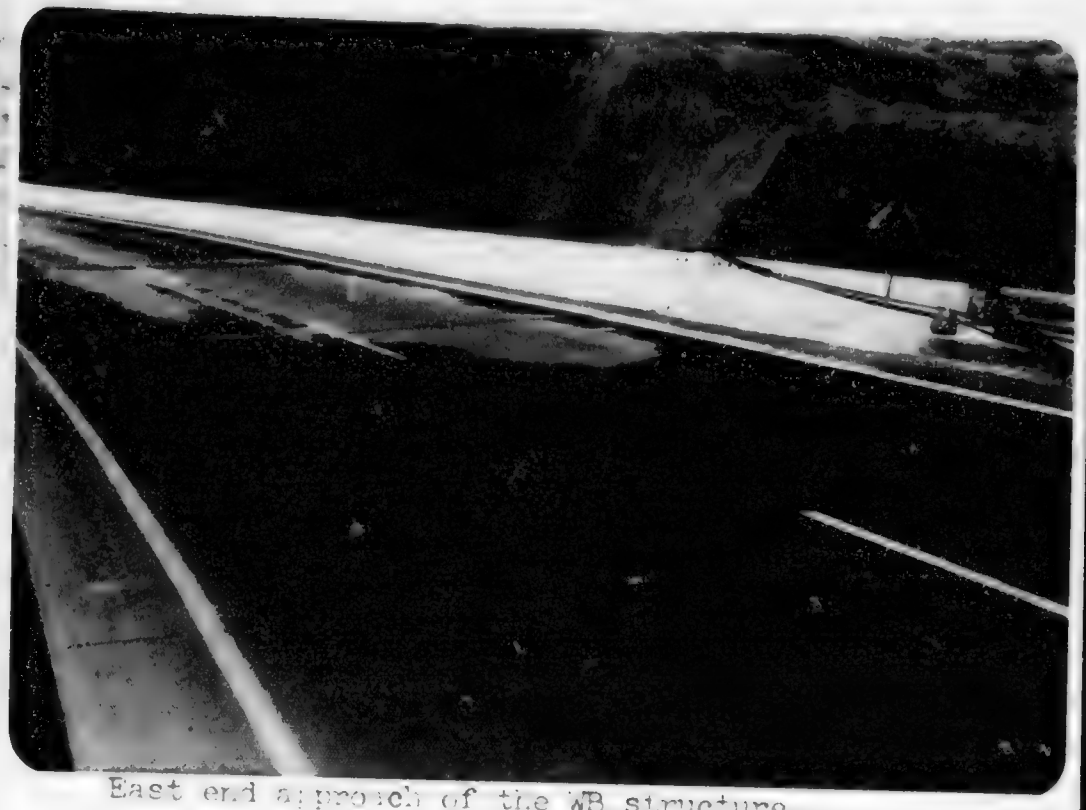
West end approach of the WB structure.

Settlement on AC on approach.

The AC on the deck of the structure has begun to slip away off. Note deterioration of PCC patch in bridge deck(left center of left photo).

There is a slight settlement in the AC approach.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 842GW
MP 258.89W



East end approach of the WB structure.

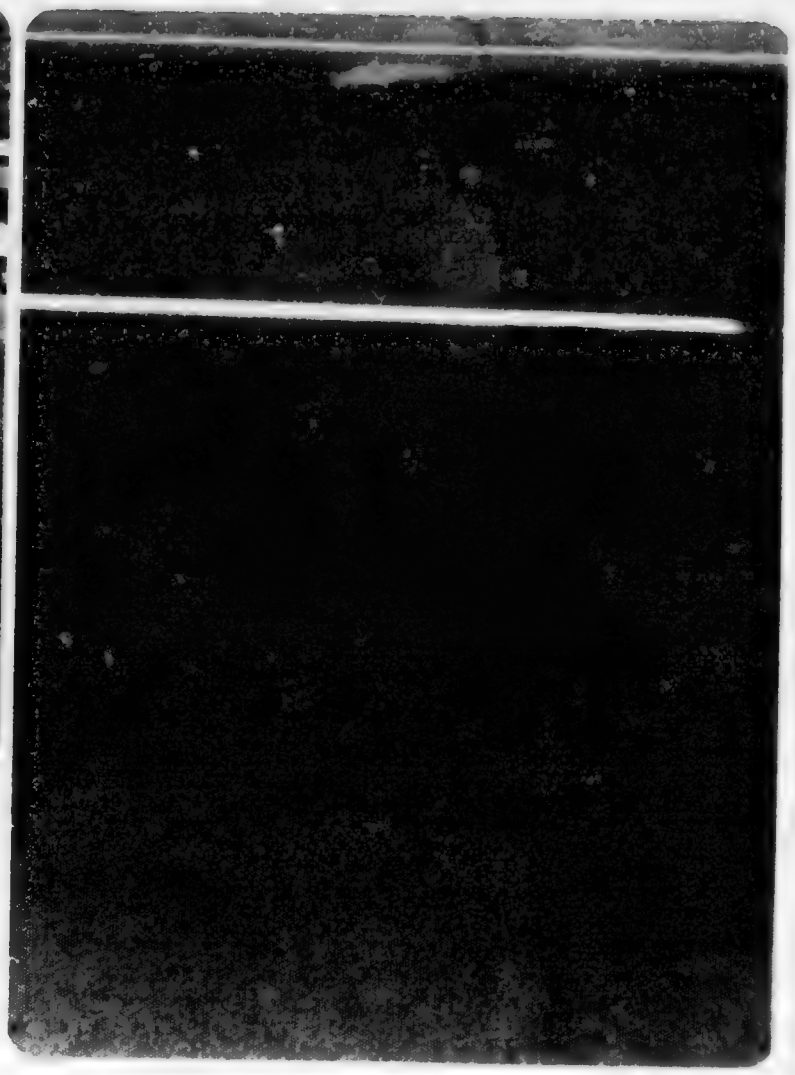
Bottom of the AC at the approach.

The AC [illegible] of the [illegible].

The [illegible] of the [illegible] approach.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8429E
MP 258.89E

West end approach of the EB structure.



Settlement in AC on approach.

The AC [illegible]

There is a slight settlement in the AC overlay.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8429E
MP 258.89E

East end approach of EB structure.

Settlement in AC on approach.

The AC on the deck of the structure has been [illegible].

There is a slight [illegible] on the approach.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8430W

MP 250.14W

West end approach of WB structure.

Settlement in AC on approach.

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8430 W

MP 259.13W

East end approach of the WB structure.

End of structure on left of photo. Acceleration lane at Crodell in foreground.

The AC on the [illegible]

HILGARD - LA GRANDE SECTION
Old Oregon Trail Highway
Structure 8430E
MP 250.13E

West end approach of the EB structure.

Settlement in AC at approach

8034

R

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 11, 1974

TO MEMORANDUM TO THE FILES

FROM Lyle K. Watson, Design Team Leader

SUBJECT Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

Additional cross-sections are being requested between the west-bound lanes and the railroad to draw up the encroachment map on the named section. Jim Chidsey, Railroad and Utilities Engineer, states that it will take approximately six months to obtain the encroachment.

Dale Allen, Region V Construction Engineer will submit the development plan and necessary permits on the material and borrow sources prior to November 1, 1974. An additional four to six weeks will be required to obtain the necessary permits from the State Land Board on these sources.

It is anticipated that no new right of way will be required.

The recommended scheduling date for this project would be April 1975.

LKW:we
Attachment
cc: E. S. Hunter
W. E. Schwartz
J. B. Boyd
Victor D. Wolfe
L. W. Rulien
J. Chidsey
Gary A. Potter
C. G. Swenson

RECEIVED
SEP 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

80N

Salem, Oregon

September 10, 1974

W. E. Schwartz, Region V Engineer

FEST

Frank E. Terpin, Final Design Engineer

Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

Additional field data will be required to obtain the encroachments from the O.W.R. and N. Railroad Company on the named section. Cross-sections should be taken at 100 foot intervals around the curves and 200 foot intervals on the tangents. Cross-sections taken should go to the centerline of the railroad. All culverts within the limits of the sections required should be tied as to location, size, skew, etc. The following stations are the limits of additional sections required.

Station 675+00 to Station 705+00

Station 755+00 to Station 767+00

Station 795+00 to Station 798+50±, Bridge End.

Station 935+00 to Station 943+00±, Bridge End.

Refer to your teletype of August 28, 1974 and recommend station limits and locations for new fencing and replacement of existing fence.

/ ✓

RECEIVED
SEP 10 1974
ROAD
Engineering
Other

LKW:we
cc: C. T. Keasey
J. E. Chidsey
W. W. Reed
L. K. Watson

8234

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 28, 1974

SUBJECT: Hilgard-La Grande Section
I-80N

NOTED
E. S. HUNTER

TO: E. S. Hunter
Assistant State Highway Engineer

To Klaboe
for info.

Re the attached, this safety project is in the design room and I am advised that there will be no difficulty having the plans ready for a letting any time in the beginning of 1975. The FHWA has approved a 3-inch overlay plus a 1-inch open graded seal.

If this doesn't completely respond to your note, I will be happy to discuss.

NOTED
E. B. KLABOE

Victor D. Wolfe
Location Engineer

Att.

VDW:mc

cc J. H. Versteeg

RECEIVED
STATE HWY ENGR
SEP 3'74
REFER TO
FOR
Info | Archives | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
AUG 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

LRW LGE LAG ITA 8-27-74 4.20 PM
8-28-74 CORRECT DATE 6230

80N

FRANK TERPIN
INFO CY G A STARKEY

RE: HILGARD-LA GRANDE PROJECT.

WHEN YOU WORK THIS SAFETY PROJECT UP, CHECK TO DETERMINE WHAT R/W FENCE IS TO BE INSTALLED. BETWEEN THE HIGHWAY NXX AND RAILROAD IS A VERY BROKEN-DOWN FENCE THAT DOES LITTLE GOOD IN KEEPING LIVESTOCK OFF THE HIGHWAY. ALSO ON THE RIVER SIDE OR SOUTH SIDE, NO FENCE WAS INSTALLED AND CATTLE ARE CROSSING THE GRANDE RONDE RIVER AND GETTING ON THE HIGHWAY. BELIEVE WE SHOULD FENCE BOTH SIDES THROUGHOUT THE PROJECT EXCEPT WHERE THERE IS HIGH ROCK FILLS OR CUTS. IF YOU NEED LOCATION BY STATION, WE WILL TRY TO OBTAIN.

DALE ALLEN
SH 4.239

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	ltr.
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 V
2 Terpin 1

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AUG 23 1974
ROAD DESIGN

☐ Requires Approval
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Receiver Keep
Return File
Return To
Bring Up ____/____/____
Other

3.234

8N

Salem, Oregon

August 26, 1974

W. E. Schwartz, Region V Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Surfacing at Bridge Ends
Hilgard-La Grande Section
Old Oregon Trail Highway
Union County

Will you please review the method of treatment at bridge ends on the subject project as you did on the other overlay projects in your region and make a recommendation. The overlay consists of two inch AC and one inch Seal.

FET:ve

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 26 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up / /
Other

Con 16
Old Oregon Trail

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 12, 1974

In reply refer to: 1041DA.5

SUBJECT: Hilgard-LaGrande Section
Old Oregon Trail Highway (FAR 1)
Union County

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
cc Wolfe
Ventura
8-14-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's July 26, 1974 letter, a three-inch asphaltic concrete overlay with leveling, plus a one-inch open graded plant mix seal is approved.

G. K. Hoerner
for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
HWY ENGR
81374
REFER TO
FOR

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Hilgard-LaGrande Section
Old Oregon Trail Highway (FAR 1)
Union County

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures--underdesign, deflection, condition survey, and the "Williams Method"--were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the three-inch asphaltic concrete overlay with leveling, plus a one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attachments

CJG:af jp
cc C.J. Gregg

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Hilgard - La Grande
Highway: Old Oregon Trail (FAR 1)
County: Union
Prefix: 631-1904

Res. Engr.
Approx. Length 6.0+ miles
Sta. 658+00+ thru to Sta. 35+49+ equa.
Date July 15, 1974

Mean Truck A.D.T. 654
Traffic Coefficient 8.9 (1973-1979)
18 kip s. a. per day 332.8
(1)

Annual Precipitation 20"±
Frost Penetration 36"±
CBE Total Requirement 29.0"

Typical Soil

50	LL
15	PI
100	%P 10
94	%P 200
0	% Gravel
0	% C Sand
6	% F Sand
59	% Silt
35	% Clay
8	R Value
A-7-5	AASHO Classif.

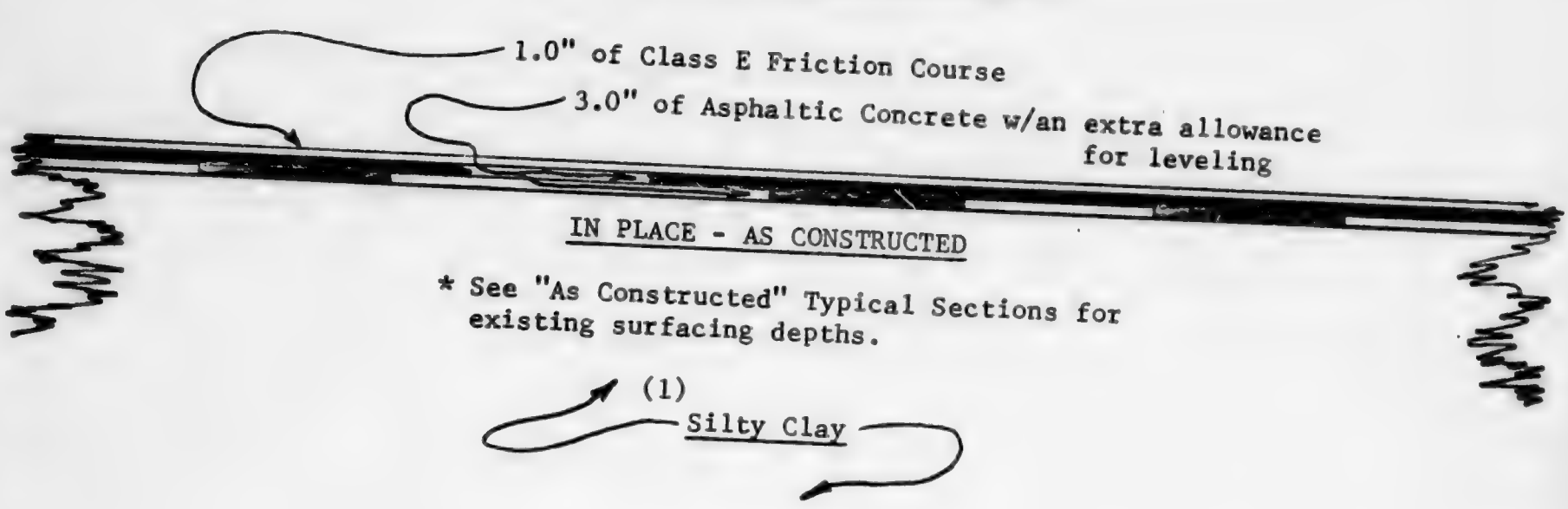
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
---	1.0	Class E F.C.
6.0	3.0	A.C.
* IN PLACE - AS CONSTRUCTED		

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)


1.0" of Class E Friction Course
3.0" of Asphaltic Concrete w/an extra allowance for leveling
IN PLACE - AS CONSTRUCTED
(1)
Silty Clay

* See "As Constructed" Typical Sections for existing surfacing depths.

F.H.W.A. (2)
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

Submitted by _____ Base Design Engineer
Recommended by _____ Asst. Engineer of Materials and Research
Recommended by W. H. Peterson Acst Location Engineer
Approved by Ed Hunter Asst. State Highway Engineer

SECTION: Hilgard - La Grande

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

"OTHER ROADS"

Traffic Coefficient Class E F.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE 1.0"	2.0"	10.0"	---	5.0"	29.0"	18.0"
9.0 - 10.0	2.0"	11.0"	---	5.0"	31.0"	18.0"
8.0 - 9.0	2.0"	8.0"	---	8.0"	27.5"	18.0"
7.0 - 8.0	2.0"	4.0"	---	12.0"	24.5"	18.0"
6.0 - 7.0	3.0"	---	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	---	*16.0"	18.0"	18.0"
Cars Only	2.0"	---	---	*16.0"	13.0"	18.0"

* The aggregate base has been increased until the total surfacing thickness is equal to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Hilgard - La Grande
Old Oregon Trail Highway (FAR 1)
Union County

Following is a report on the evaluation of the pavement structural sections from Station 658+00± through equation to Station 35+49± of the subject project. Grading and paving were completed under three contracts.

The existing pavement structural sections for the project were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Station 658+00± to Station 817+00±

Asphaltic Concrete	(1961)	CBE = 1.7"
Aggregate Base	(1961)	CBE = 1.0"

Station 817+00± to Station 35+49±

Asphaltic Concrete	(1960)	CBE = 1.9"
Aggregate Base	(1960)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections, A-1 through A-1-c; Laboratory Letters and Reports, A-2 through A-2-j; and Traffic Analysis sheets, A-3 through A-3-c.

The sections shown below had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that the material was obtained from existing roadway cuts. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil.

Station 658+00± to Station 817+00+

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.1 (1959-1979)
CBE Requirement	23.5"
Constructed CBE	21.0"
Total underdesign	2.5"
Asphaltic Concrete Overlay Required	1.25" or 1.5"

Station 817+00± to Station 35+49+

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.0 (1957-1977)
CBE Requirement	23.5"
Constructed CBE	18.5"
Total underdesign	5.0"
Asphaltic Concrete Overlay Required	2.5"

Deflection Method

The overlay depths required by deflection measurements are shown below, and summaries of the tests are attached, A-4 through A-4-c.

Station 658+00± to Station 817+00±

Average Deflection	=	0.018
Evaluated (80%) O.W.T.	=	0.021
1973-1979 Traffic Coefficient	=	8.9
Seven Year E.W.L. (Remainder of design period)	=	10,446,380
Tolerable Deflection	=	0.012
Percent Reduction Required	=	42.9
Crushed Base Equivalent Required	=	5.5"
Asphaltic Concrete Overlay Required	=	2.75" or 3.0"

Station 817+00± to Station 35+49±

Average Deflection	=	0.014
Evaluated (80%) O.W.T.	=	0.017
1973-1977 Traffic Coefficient	=	8.5
Five Year E.W.L. (Remainder of design period)	=	6,952,300
Tolerable Deflection	=	0.013
Percent Reduction Required	=	23.5
Crushed Base Equivalent Required	=	1.5"
Asphaltic Concrete Overlay Required	=	0.75" or 1.0"

Condition Survey Method

Three test holes were drilled in the subject section in 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. Summaries of the test holes and laboratory results are shown as A-5 and A-5-a.

Station 658+00± to Station 817+00±

	Minimum for Traffic Classification	
R Value		
Traffic Coefficient	=	8.9 (1973-1979)
CBE Required Thickness	=	21.0"
A.C. (Average)	=	6.0" x 1.8" = 11.0"
Base (Average)	=	19.0" x 0.5" = 9.5"
CBE Deficiency	=	0.5"
A.C. Deficiency	=	---

Station 817+00± to Station 35+49±

	Minimum for Traffic Classification
R Value	= 8.5 (1973-1977)
Traffic Coefficient	= 20.0"
CBE Required Thickness	= 4.5" x 1.8" = 8.0"
A.C. (Average)	= 11.5" x 0.8" = 9.0"
Base (Average)	= 3.0"
CBE Deficiency	= 1.5"
A.C. Deficiency	

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-6 through A-6-e.

Station 658+00± to Station 817+00±

Data:

1959 - Authorization Date
1959 to 1979 - 20 Year Design Period
1961 - Year opened to traffic
1963 - Year pavement reached P_t = 2.5 (Obtained through R.C. Lang from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1959 traffic data and 18 kip Traffic Analysis Sheets.

1961 - 1963 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 260.6
Total 18 kip Loads (1958-1960) = 190,252

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.14

1961 - 1979 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 343.5
Total 18 kip Loads (1961-1979) = 2,256,541

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.12

SN Required	= 3.12
SN Supplied (Opening to 1963)	= 2.14
SN To be added	= 0.98

CBE Required = 0.98/0.14 = 7.00"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (7.00") = 3.5"

Station 817+00± to Station 35+49±

Data:

1957 - Authorization Date
1957 to 1977 - 20 Year Design Period
1960 - Year opened to traffic
1963 - Year pavement reached P_t = 2.5 (Obtained through R. C. Lang from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1957 traffic data and 18 kip Traffic Analysis Sheets.

1960 - 1963 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 275.5
Total 18 kip Loads (1960-1963) = 301,706

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.37

1960 - 1977 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 319.4
Total 18 kip Loads (1960-1977) = 1,981,649

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.02

SN Required	= 3.02
SN Supplied (Opening to 1963)	= 2.37
SN To be added	= 0.65

CBE Required = 0.65/0.14 = 4.64"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (4.64") = 2.32" say 2.5"

Recommendations

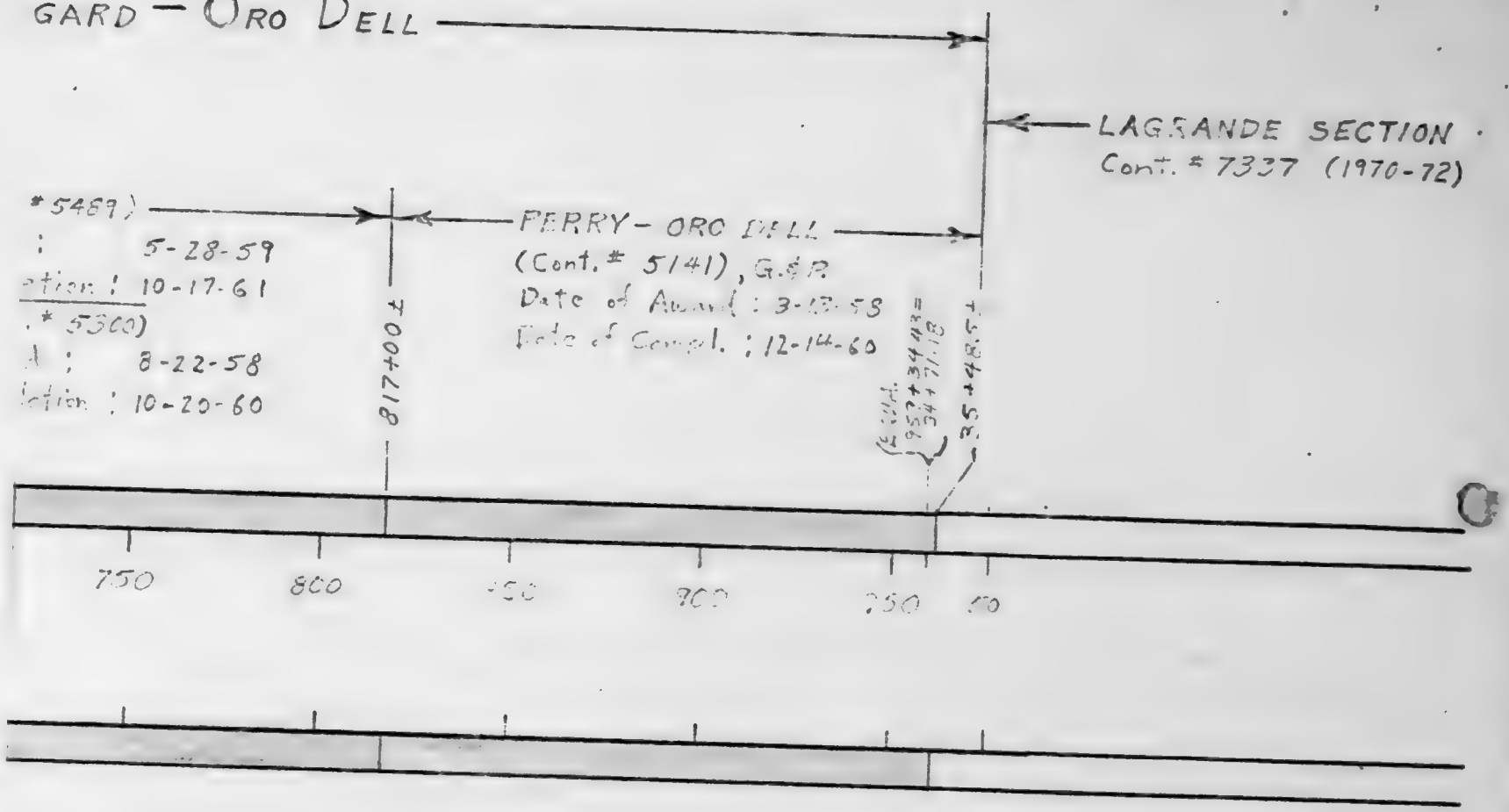
From the data presented in the above report, our recommendation is to place three inches of asphaltic concrete plus a nominal level course, and a one-inch Class E friction course.

CJG:af

Hilgard - La Grande
Old Oregon Trail Highway (FAR 1)
Union County

INDEX TO ATTACHMENTS

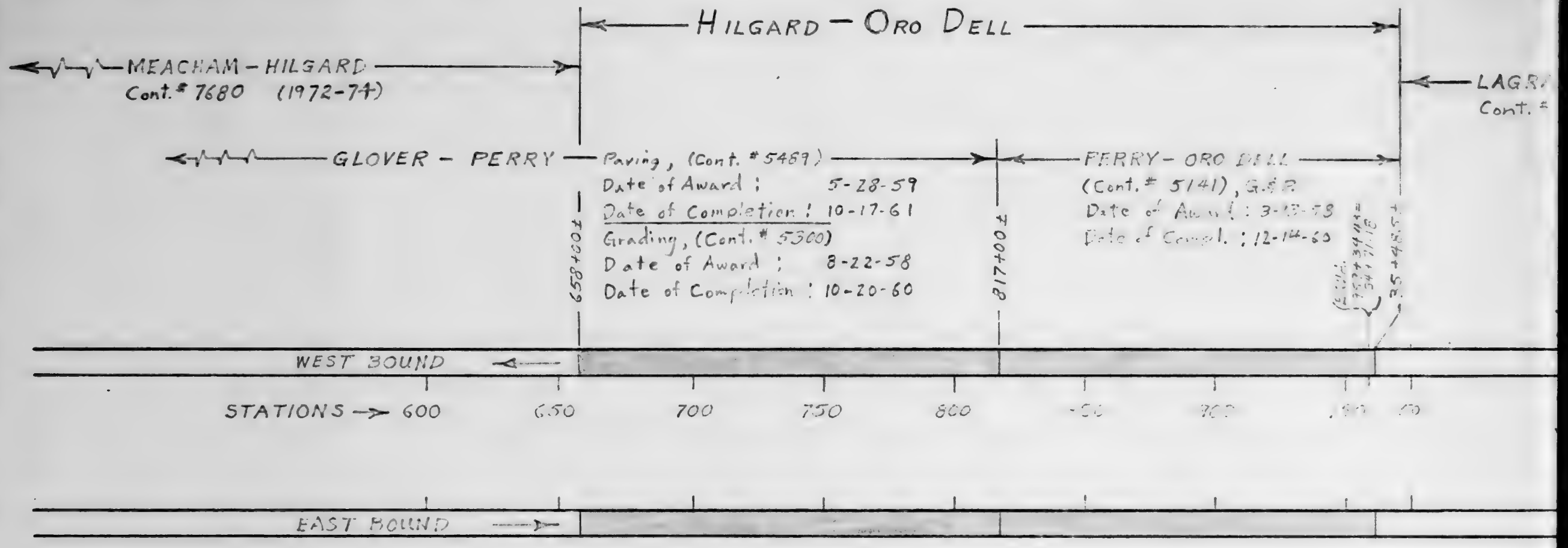
Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, A-1-b, and A-1-c
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b, A-2-c, and A-2-d
Laboratory Reports (Aggregate)	A-2-e, A-2-f, A-2-g, and A-2-h
Laboratory Reports (Mix Design)	A-2-i and A-2-j
Traffic Analysis	A-3, A-3-a, A-3-b, and A-3-c
Deflection Measurements	A-4, A-4-a, A-4-b, and A-4-c
Summaries of Test Holes and Laboratory Reports	A-5 and A-5-a
Traffic Analysis for "Williams Method"	A-6, A-6-a, A-6-b, A-6-c, A-6-d, and A-6-e



SCALE : 1"=5000'±

4.0" A.C. (1961)
2.0" A.L.
12.0" A.B.
24.0" S.S.M. (1960)

4.0" A.C. (1960)
2.0" A.L.
7.0" A.B.
24.0" S.S.M.



LINEAR SCALE : 1"=5000'±

COLOR CODE

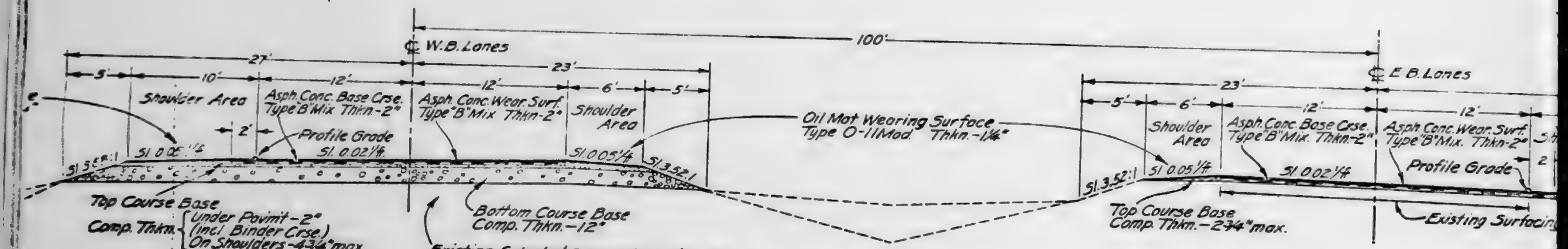
4.0" A.C (1961)
0.75" Oil Mat (1960)
2.0" A.L.
12.0" A.B.
24.0" S.S.M.

4.0" A.C. (1961)
2.0" A.L.
12.0" A.B
24.0" S.S.M. (1960)

4.0" A.C. (1960)
2.0" A.L.
12.0" A.B
24.0" S.S.M.

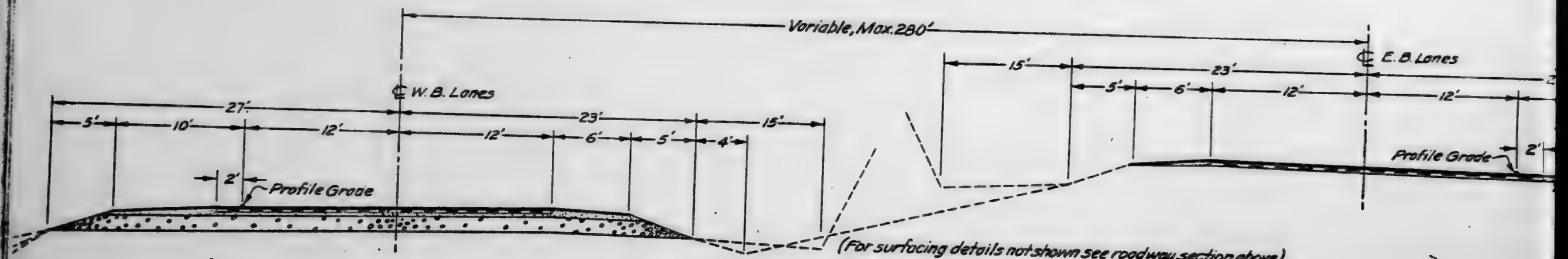
GLOVER
OLD ORE
U

FED. ROAD Div. No.	
8	OR



STA. 430+00 to STA. { 443+70.49 Bk. = 443+62.74 Ah. } Taper Section

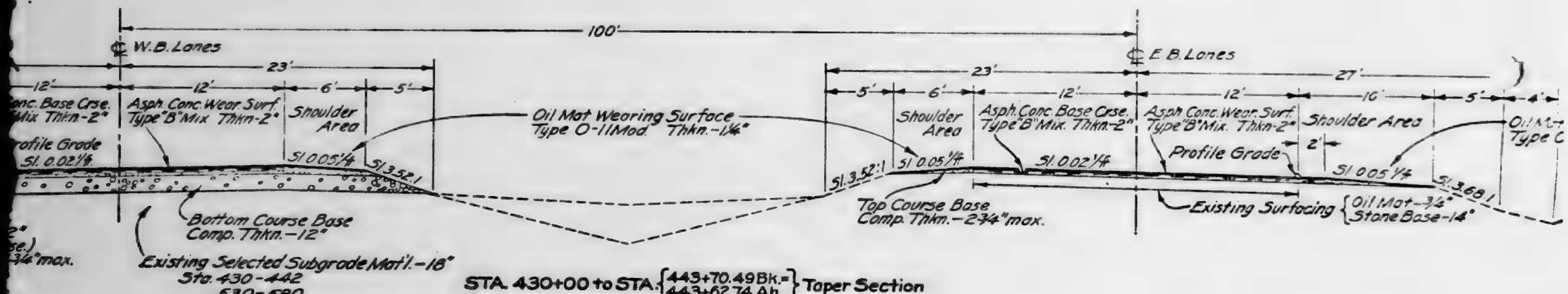
STA. 443+62.74 to STA. 496+24.49



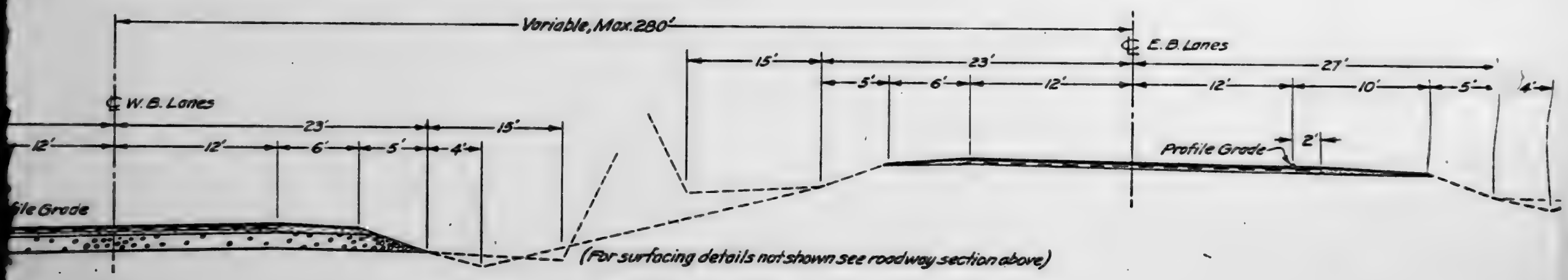
STA. 496+24.49 to STA. 560+50

GLOVER-PERRY SECTION OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No 2-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-[illegible]		See Index

REVISED AS CONSTRUCTED
4-62 CONTRACT 5399



STA. 430+00 to STA. { 443+70.49 Bk. = 443+62.74 Ah. } Taper Section
STA. 443+62.74 to STA. 496+24.49

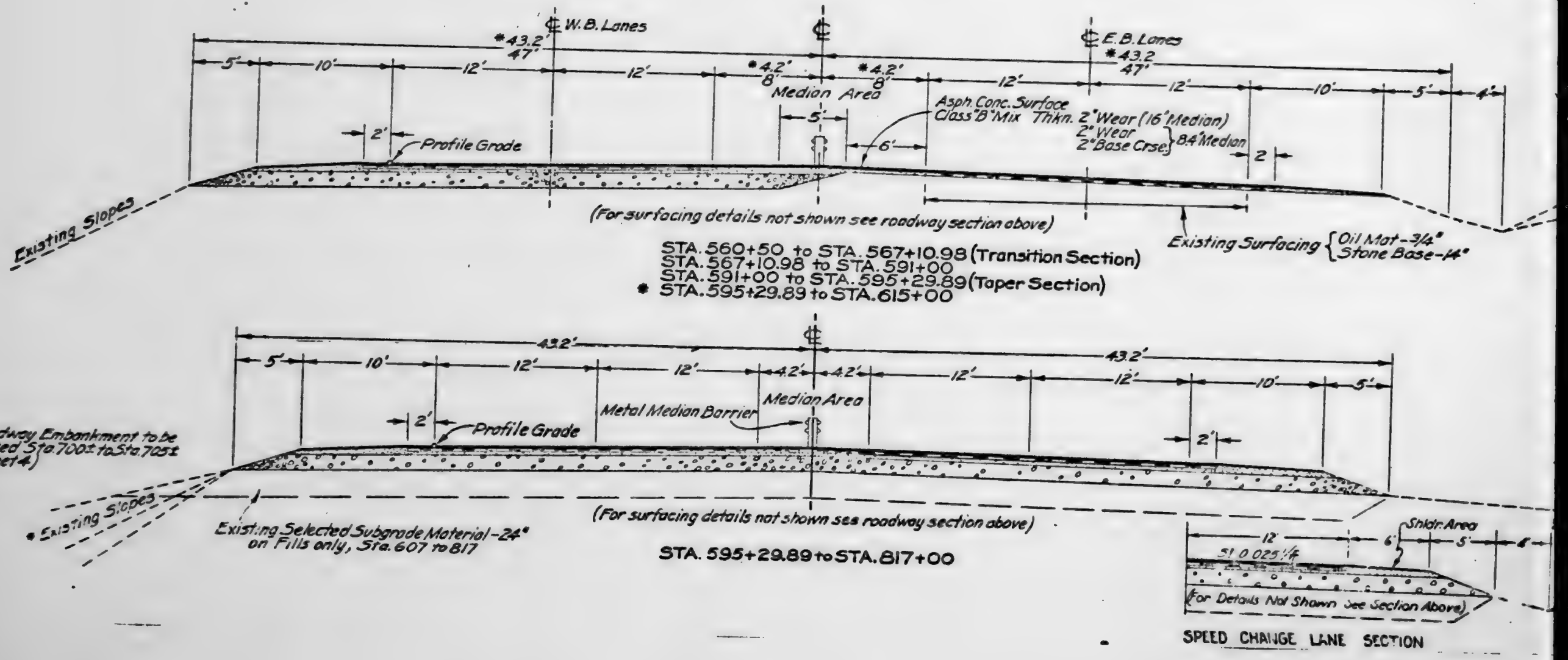


STA. 496+24.49 to STA. 560+50

6

GLOVER-DE… OLD OREGON … UNION…	
FED. ROAD Div. No.	STATE
8	OREGO…

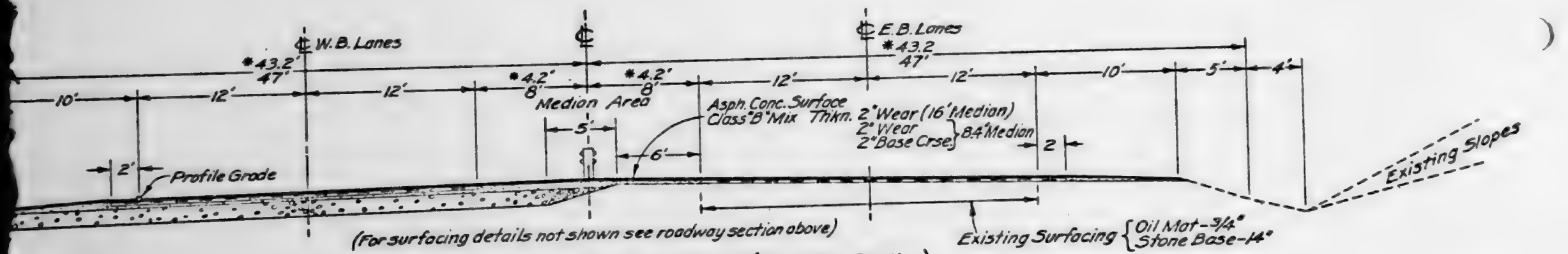
REVI…



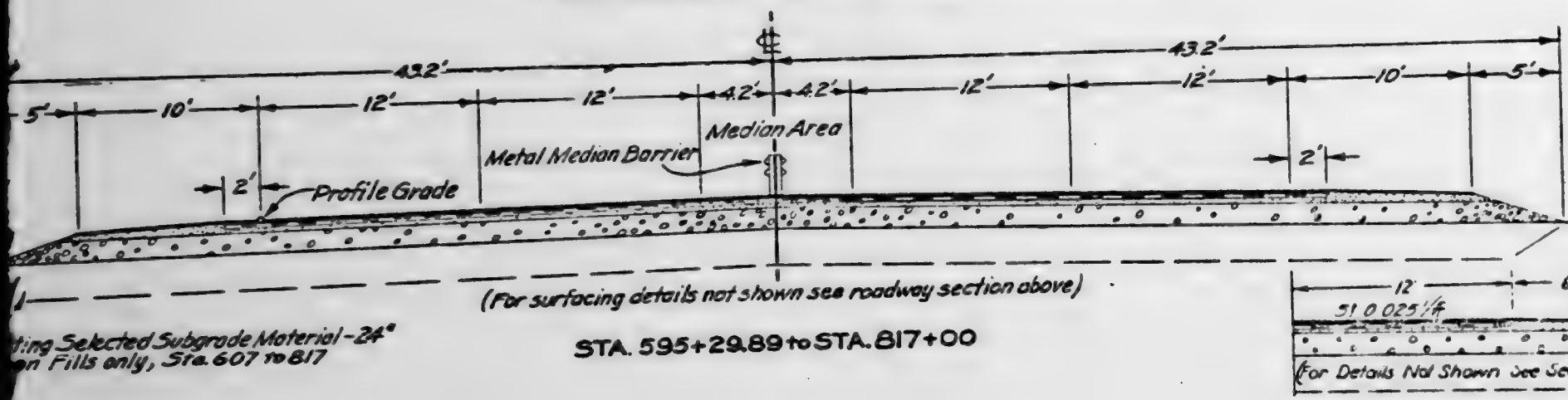
6V-3992

GLOVER-PERRY SECTION OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET NO. 2-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		See Index

REVISED AS CONSTRUCTED
4-62 CONTRACT 5489

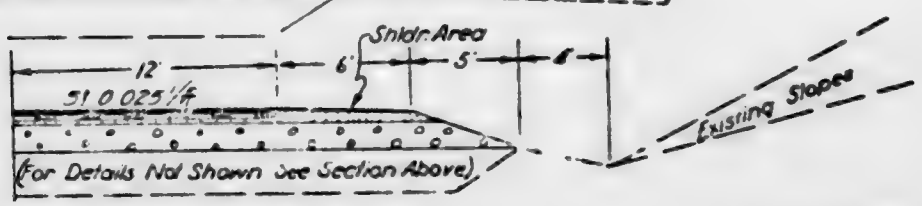


STA. 560+50 to STA. 567+10.98 (Transition Section)
STA. 567+10.98 to STA. 591+00
STA. 591+00 to STA. 595+29.89 (Taper Section)
* STA. 595+29.89 to STA. 615+00



ting Selected Subgrade Material - 24"
on Fills only, Sta. 607 to 817

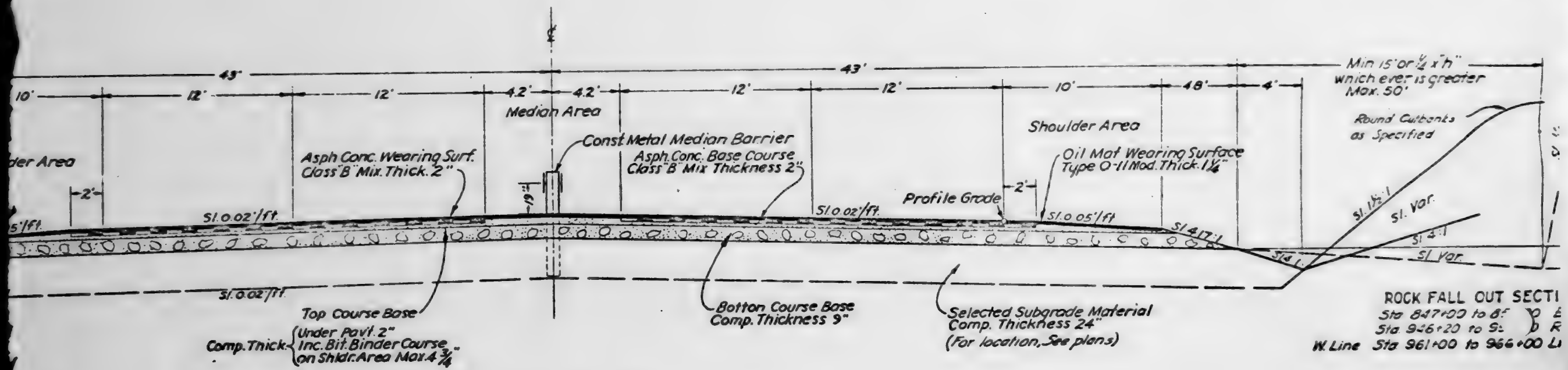
STA. 595+29.89 to STA. 817+00



SPEED CHANGE LANE SECTION

PERRY-ORO DELL SECTION OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No. 2-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-139(8)		See Index

AS CONSTRUCTED
8-1-61 CONTRACT 5141

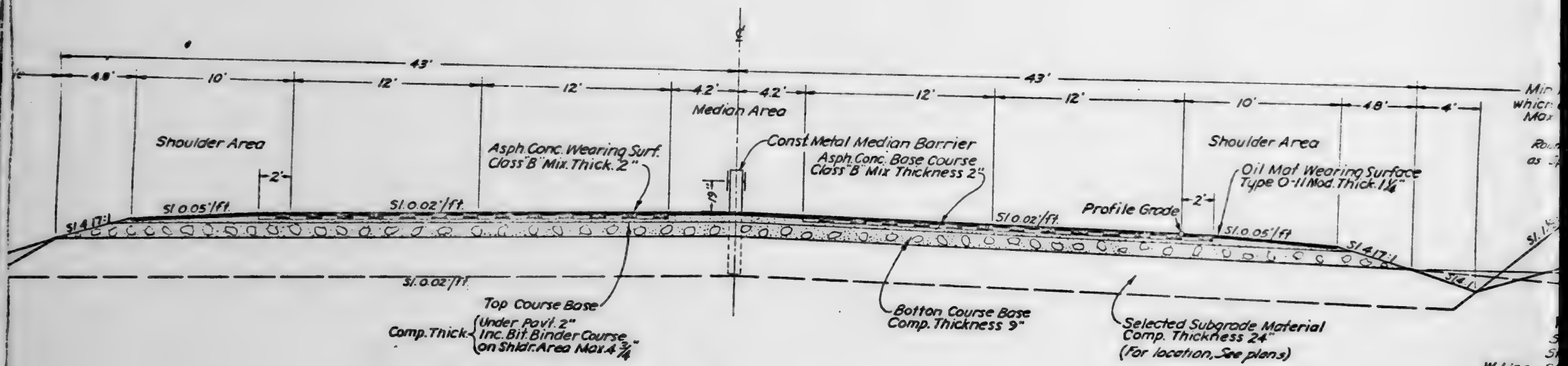


STA. 817 + 00 to STA. 946 + 06.71

PERRY-ORO D
OLD OREGON T
UNION

FED. ROAD Div. No.	STATE
8	OREGON

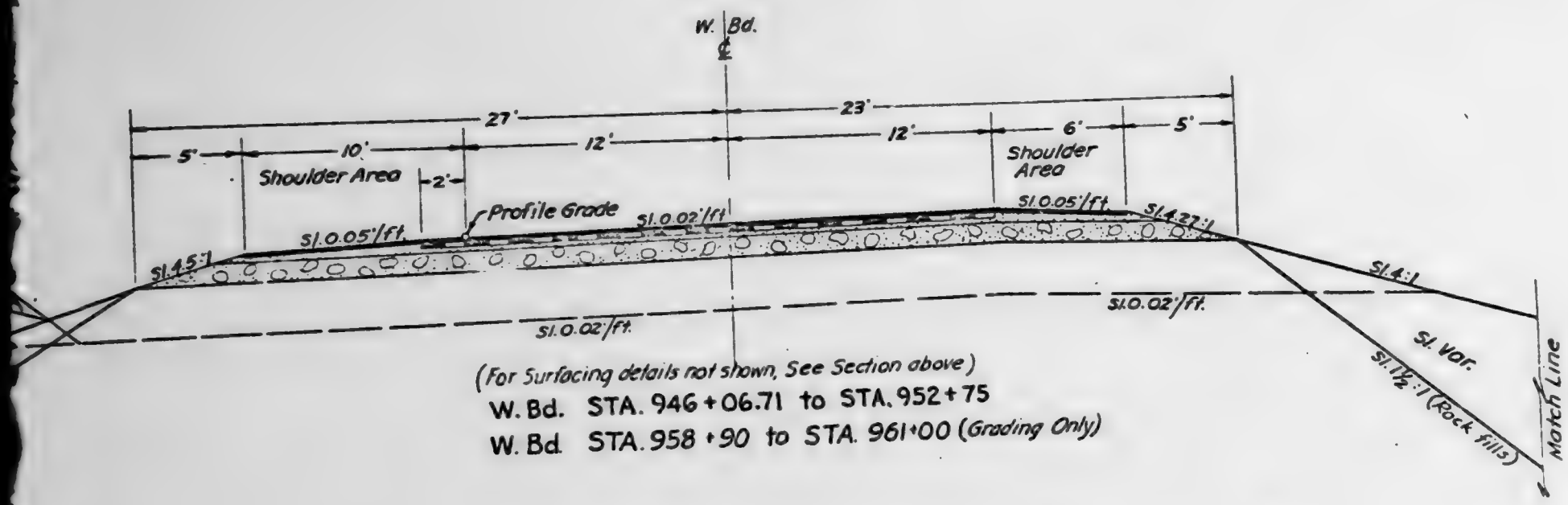
AS CONFORMED TO
8-1-61 CONTRACT SA



STA. 817 + 00 to STA. 946 + 06.71

PERRY-ORO DELL SECTION OLD OREGON TRAIL HIGHWAY. UNION COUNTY				SHEET No. 2-A
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	I-139(8)		

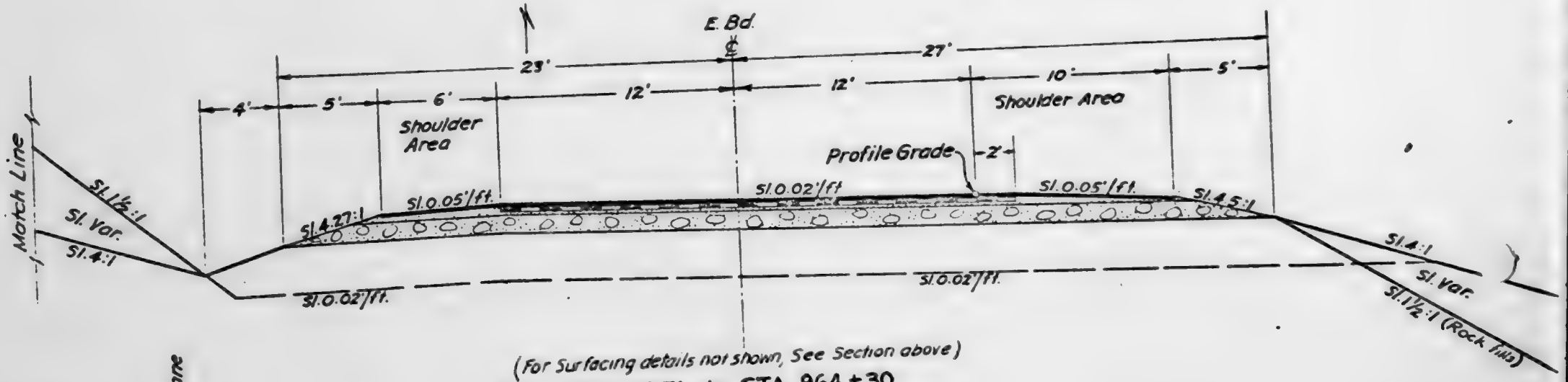
AS CONSTRUCTED
8-1-61 CONTRACT 5141



(For Surfacing details not shown, See Section above)

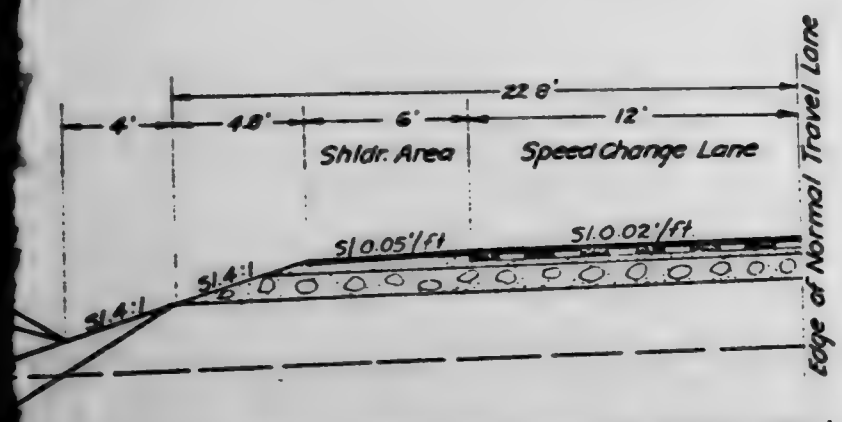
W. Bd. STA. 946+06.71 to STA. 952+75

W. Bd STA. 958+90 to STA. 961+00 (Grading Only)



(For Surfacing details not shown, See Section above)

E.Bd. 946+06.71 to STA. 964+30



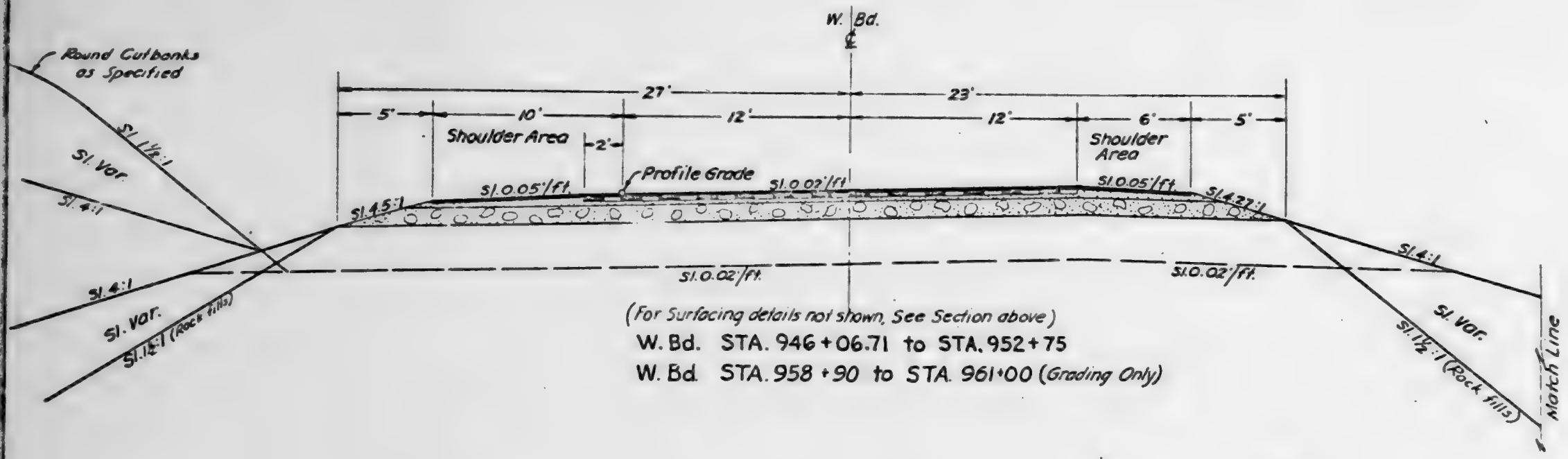
(For Surfacing details not shown See Section Above)

SPEED CHANGE LANE

PERRY-ORO
OLD OREGON
UNION

FED ROAD Div No.	STATE
8	OREGON

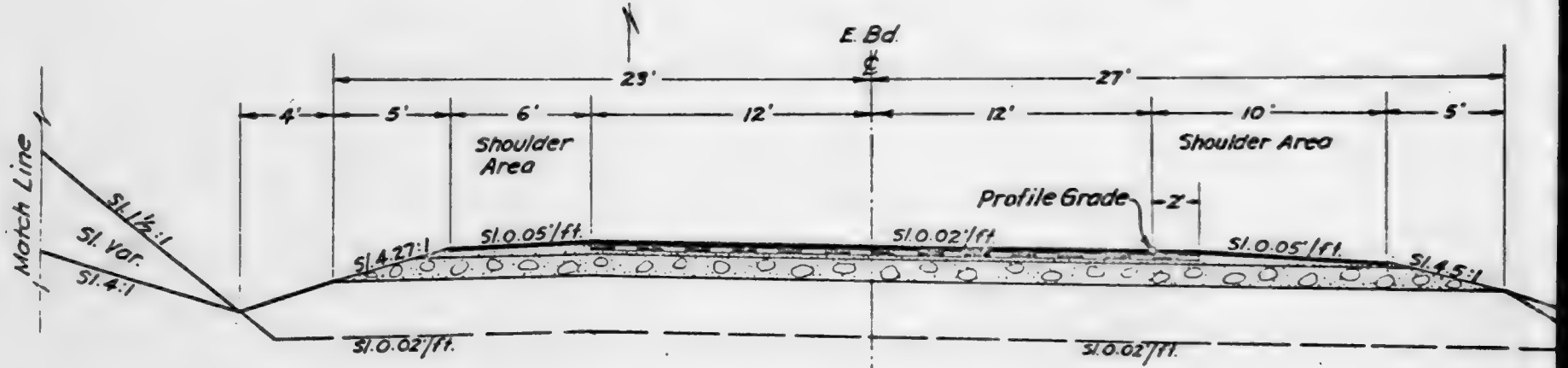
AS
8-1-61 CONTRACT



(For Surfacing details not shown, See Section above)

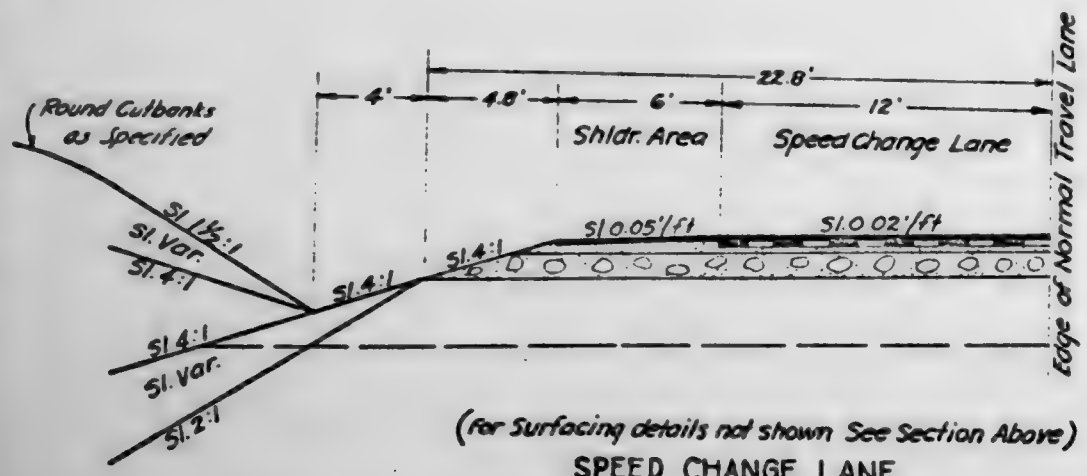
W. Bd. STA. 946+06.71 to STA. 952+75

W. Bd. STA. 958+90 to STA. 961+00 (Grading Only)



(For Surfacing details not shown, See Section above)

E. Bd. 946+06.71 to STA. 964+30



(For Surfacing details not shown See Section Above)

SPEED CHANGE LANE

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 21, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
Glover-Perry Section of I80N

Attached are test reports #73-27307, 73-28300 and #74-8835 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1961 on subject project. Review of our files for Contract #5489 and test results for the recently sampled quarry run aggregate indicate a 1.0 CBE aggregate base and a 1.7 CBE asphalt concrete.

JEW:gs

cc: C. T. Keasey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

A-2

Salem, Oregon 97310
December 26, 1973

John C. Jenkins, Materials Engineer
By
J. E. Wilson, Assistant Materials Engineer

Interstate Overlay Need Study
Perry-Oradell Section of I-80N

Victor D. Wolfe
Location Engineer

Attached are test reports 6998908, 73-21269, and 73-29070 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1950 on subject project. Review of our files for Contract No. 5141 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and a 1.9 CBE asphalt concrete pavement.

JEW:lj
cc: C. T. Mozzey
W. E. Schwartz
C. J. Gregg
G. E. Boyle

A-2-a

Form E-69—(Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA

BASE & MARING

Laboratory No. 73-27307

Data Sheet No. A 293

Prefix 631-1904-910

Laboratory charge $314.00

Project Hilgard - Perry (Glover-Perry)

Highway Old Oregon Trail

Contractor Rogers Const. Co. No. 5489 Completed 1961

Submitted by Vern Moore

Source of Material Rt. of M.P. 253.9 & Rt. of Sta. 680

Sampled or inspected at

Sampled or inspected by Clint Smith

Date received Oct. 29, 1973

Date reported June 21, 1974

To be used Pavement Evaluation

Quantity represented

Sample No.	293-1-Top		293-1-Base		293-5-Top		293-5-Base	
Station	707 WB		707 WB		739 EB		739 EB	
Lane	10' Lt.		10' Lt.		10' Rt.		10' Rt.	
Test pavement thickness	2.0"		2.0"		2.0"		2.0"	
Overlay patch thickness	-		-		0.4"		-	
Gradation of Cores:								
Per cent ret. 1"	0.0		0.0		0.0		0.0	
" " (¾" - 1/4")	32.7		37.0		34.7		33.1	
" " (¼" - # 10)	30.3		28.0		25.2		30.8	
" " (#10 - # 40)	16.8		19.6		20.5		18.7	
" " (#40 - #200)	6.0		6.9		8.2		6.9	
" " (Pass #200)	8.4		3.2		5.2		4.0	
Asphalt Content, %	5.8		5.3		6.2		6.5	
Reclaimed asphalt, Pen. @ 77° F	16		10		14		17	
Core lane location								
Bulk sp. gr., in place	2.37	2.36	2.22	2.19	2.30	2.29	2.30	2.29
Bulk sp. gr., recompacted	2.52	2.49	2.28	2.27	2.42	2.40	2.37	2.36
Per cent relative compaction	94.0	94.8	97.4	96.5	95.0	95.4	97.0	97.0
Per cent voids, in place	10.9	11.3	13.6	13.8	9.4	10.9	10.9	10.2
Per cent voids, recompacted	5.3	6.4	11.3	10.6	4.7	6.6	9.1	7.4

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Test results indicate that the mix represented has an asphalt content deficiency for Design #74-8855 and that the asphalt cement has hardened or oxidized from the excessive void content of the pavement.

Justin C. Jiantonio

A-2-1

Form E-63—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - WEARING COURSE

Project Perry - Orodell
Highway Old Oregon Trail
Contractor Durbin Bros. Completed 1960 No. 5141
Submitted by Vern Moore
Source of Material M.P. 255.03 - 257.82 EB & WB
Sampled or inspected at Same as above (All lifts) To be used Pavement evaluation, A/C Top
Sampled or inspected by Clint Smithe Quantity represented All lifts

Laboratory No. 73-29070
Data Sheet No. A 627
Prefix 631-1904-910
Laboratory charge $400.00
Date received Feb. 29, 1972
Date reported Dec. 27, 1973

Sample No.	627-1-Top	627-2-Top	627-3-Top	627-4-Top
Station	868+00	888+09	928+88	929+00
Lane	W.B.	E.B.	W.B.	E.B.
Test pavement thickness	2.0"	1.9"	2.2"	2.0"
Overlay patch thickness	-	0.5"	0.8"	-
Gradation of Cores:				
Per cent ret. 1"	-	-	2.1	-
" " (3/8" - 1/4")	38.1	34.6	36.0	37.9
" " (1/4" - # 10)	27.4	30.6	28.9	27.9
" " (#10 - # 40)	16.8	16.8	15.7	16.5
" " (#40 - #200)	8.0	7.5	8.3	7.8
" " (Pass #200)	4.5	5.0	4.5	4.5
Asphalt Content, %	5.2	5.5	4.5	5.4
Reclaimed asphalt, Pen. @ 77° F	-	-	-	-
Core lane location	7' Lt. ℄	9' Rt. ℄	8' Lt. ℄	9' Rt. ℄
Bulk sp. gr., in place	2.37 2.38	2.38 2.37	2.29 2.30	2.39 2.
Bulk sp. gr., recompacted	2.47 2.48	2.46 2.47	2.41 2.42	2.48 2.
Per cent relative compaction	96.0 96.0	96.7 96.0	95.0 95.0	96.4 97
Per cent voids, in place	7.8 7.0	6.7 7.4	10.9 10.5	7.0 3
Per cent voids, recompacted	3.9 3.1	3.5 3.5	6.2 5.8	3.5 3

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Schwartz
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X V. Moore
- X Boyle

The above test results indicate that the pavement represented is 0.5 - 1.5% less than design #73-21269.

A-2-C

Form E-82—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION - CORE TEST DATA - BASE COURSE

Project Perry - Orodell — Completed 1960

Highway

Contractor — No. 5141

Submitted by

Source of Material

Sampled or inspected at — To be used Pavement Evaluation, A/C Base

Sampled or inspected by — Quantity represented

Laboratory No. 73-29070
Data Sheet No. A 627
Prefix 631-1904-910
Laboratory charge
Date received
Date reported

Sample No.	627-1-Base		627-2-Base		627-3-Base		627-4-Base	
Station	888+00		888+09		928+38		929+00	
Lane	W.B.		E.B.		W.B.		E.B.	
Test pavement thickness	2.2"		2.1"		2.2"		1.6"	
Overlay patch thickness	-		-		-		-	
Gradation of Cores:								
Per cent ret. 1"	-		-		-		-	
" " (¾" - 1/4")	33.2		29.9		39.0		37.7	
" " (¼" - # 10)	31.5		35.0		28.1		30.3	
" " (#10 - # 40)	17.5		18.9		16.1		15.5	
" " (#40 - #200)	7.3		6.8		7.4		6.5	
" " (Pass #200)	4.7		4.2		4.2		4.6	
Asphalt Content, %	5.8		5.2		5.2		5.4	
Reclaimed asphalt, Pen. @ 77° F	-		-		-		-	
Core lane location	7' Lt. ℄		9' Rt. ℄		8' Lt. ℄		9' Rt. ℄	
Bulk sp. gr., in place	2.31	2.35	2.27	2.26	2.32	2.32	2.31	2.
Bulk sp. gr., recompacted	2.43	2.48	2.39	2.37	2.45	2.44	2.42	2.
Per cent relative compaction	95.1	94.8	95.0	95.4	94.7	95.1	95.4	95
Per cent voids, in place	10.1	8.2	12.0	12.1	9.0	8.7	10.1	8
Per cent voids, recompacted	5.4	3.1	7.4	7.8	3.9	3.9	5.8	3.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

The above test results indicate that the pavement represented is 0.9 to 1.5% less than Design No. 73-21269.

A-2-d

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-840 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE ~~AND BITUMINOUS MIXTURE~~

Data Sheet No.: 2094

LABORATORY REPORT NUMBER: T-28300

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Hilgard - Perry (Glover-Perry) Completed 1961 | Prefix No.: 631-1904-910

Highway: Old Oregon Trail | Contract No.: 5489 | F.A. Proj. No.:

Contractor: Rogers Const. Co. | Res. Engr.: Hiatt | County: Union

Submitted by: Vern Moore | Sampled by: Gordon E. Cochran | Date Sampled: 11-9-73

Sample No.	Quantity Represented	Purpose of Sample:
1,2,3,		Record ☐ Check ☐ Qualifying ☒

AGGREGATE MIX—SIZE, TYPE: Quarry Rock

INTENDED USE: Interstate Overlay Need Study Information

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Rogers Quarry; Right of M.P. 253.9, Right of Sta. 680

SAMPLED AT: East side of Face

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

and

LABORATORY TEST REPORT
for
AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 2394
LABORATORY REPORT NUMBER
T28301

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Hilgard - Perry (Glover-Perry) Completed 1961 | Prefix No.: 631-1904-910
Highway: Old Oregon Trail | Contract No.: 5489 | F.A. Proj. No.:
Contractor: Rogers Const. Co. | Res. Engr.: Hiatt | County: Union
Submitted by: Vern Moore | Sampled by: Gordon E. Cochran | Date Sampled: 11-9-73

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
4&5		

AGGREGATE MIX—SIZE, TYPE:
Quarry Rock

INTENDED USE:
Interstate Overlay Need Study Information

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Rogers Quarry; Right of M.P. 253.9, Right of Sta. 680

SAMPLED AT:
Center of face

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-17 SIEVE ANALYSIS ☐
☐ T-27 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

☐ OSHD Asphalt ____%
☐ T-27 (¼-10) P¼ ____%
☐ T-11 P200 ____%

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☒ T-85 Sp. Gravity, Appar. 2.83 Bulk 2.60 Absorp. 3.12
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 2.51 ¾-⅜ 3.27 ⅜-4 3.27 C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☒ OSHD DEGRAD Ht. 1.0 in. P20 12.1 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☒ T-96 ABRASION GRADING . . A Percent Wear 19.80
☐ T-89 LIQUID LIMIT . . . . . Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . Field Prepared ____
☐ OSHD SAND EQUIVALENT . . Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

cc: ☐ FHWA
☒ ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ ☐ Region Engineer Schwartz
☐ Resident Engineer
☐ District Engineer
☒ ☐ Geology and Soils
☒ ☐ Files
☒ V. Moore

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/13/73
Date Reported 6/21/74
Lab. Charges $ 70.00

Engineer of Materials

A-2-6

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 2094
LABORATORY REPORT NUMBER: B-28302

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Hilgard - Perry (Glover-Perry) Completed 1961 | Prefix No.: 631-1904-910
Highway: Old Oregon Trail | Contract No.: 5489 | F.A. Proj. No.:
Contractor: Rogers Const. Co. | Res. Engr.: Hiatt | County: Union
Submitted by: Vern Moore | Sampled by: Gordon E. Cochran | Date Sampled: 11-9-73

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☒	FIELD CONTROL TEST NUMBER:
6			

AGGREGATE MIX—SIZE, TYPE: Quarry Rock
INTENDED USE: Interstate Overlay Need Study Information
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Rogers Quarry; Right of N.P. 253.9, Right of Sta. 680
SAMPLED AT: West end of face
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS	% Retained	% Accum.

LABORATORY REPORT

☐ AASHO SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb./ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.91 Bulk 2.75 Absorp. 2.07
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 2.51 ¾-⅜ 3.27 ⅜-4 3.27 C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 1.6 in. P20 13.4% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING . . A Percent Wear 14.68
☐ T-89 LIQUID LIMIT . . . . . Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . Field Prepared ____
☐ OSHD SAND EQUIVALENT . . Field Prepared ____
☐ T-132 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

cc: ☐ FHWA
☒ ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ ☐ Region Engineer Schwartz
☐ Resident Engineer
☐ District Engineer
☒ ☐ Geology and Soils
☒ ☐ Files
☒ V. Moore

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/13/73
Date Reported 6-21-74
Lab. Charges $ 70.00

Engineer of Materials

A-2-8

Form E-61--3M--8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Interstate Overlay Need Study

Project:	Perry - Orodell	Prefix No.	631-1994-910
Highway	Old Oregon Trail	County	Union
Contractor	Durbin Brod. Contract No. 5141	F. A. Project No.	
Submitted by	R. Feller (Completed 1960)	Date Reported	Dec. 27, 1973
		Laboratory Charges	$64.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Orodell Quarry, Lt. of Sta. 948+00
Sampled at Quarry site

To be used	A/C	Date received	April 11, 1972
Sampled by	V. Moore	Quantity represented	
Date Sampled	Jan. 2, 1972 & April 1972		
Sample Number			

TEST RESULTS

Laboratory No. 998908 Type of material Quarry Rock
Data Sheet No. A67754 Screen opening Square

GRANULOMETRIC ANALYSIS			
...ed on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	14.51	- A -
Specific gravity (Le Chatelier) CA (Bulk) 2.78, SSD 2.8		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss CA, 1½ - 3/4 = 0.44		
3/4 - 3/8 = 0.[illegible]		
3/8 - #4 = 1.[illegible]		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	14.1	%
Height	0.4	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorption	1.81	%

Review of Cont. #5141 records & the above test results indicate a 1.0 CBE crushed aggregate base.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Schwartz
Resident Engineer
District Engineer
X Region Geologist V. Moore
X Geology and Soils
X Files
X Boyle

Engineer of Materials

A-2-h

OREGON STATE HIGH[illegible] DIVISION
MATERIALS SECTION

Laboratory No. T 8835
Data Sheet No. 2014
Prefix 631-[illegible]
Amount Charge 140—
Date Received 11-[illegible]
Date Reported 6-21-74

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Project Glover - Pe[illegible]
Contractor: Prime Rogers Constr. Co. Contract No. 5489 Fed. Aid No.
Paving
Engineer: Region Pe[illegible] Resident
Aggregate: Source South [illegible] to Sta. [illegible] Type
Asphalt: Brand Shell Grade AR-[illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5489			Comb. Agg. Dry Sieve	Gradation - test sample washed by Abson	RECOMMENDED MIX PROPORTIONS			
~~% Comb.~~	~~O.D. Wts.~~					Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
1	0.0			0.0	0.0	0.0	0.0		
¾	0.2			0.2	0.2				
½	1[illegible].9			15.3	15.[illegible]	14.7	14.½		
3/8									
¼	2[illegible].5			2[illegible].1	2[illegible].[illegible]	25.3	25.7		
4	8.0			8.5	8.4	7.9	7.9		
10	12.3			19.4	19.6	19.2	18.1		
40	13.5			16.3	15.0	15.7	16.6		
200	5.7			6.0	6.4	5.9	5.7		
P200	3.2			3.2	4.1	3.8	3.5		
~~Asphalt~~	5.5								
Asphalt Content including 0.1 Retention						7.1	7.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.41	[illegible].43		
Mix Design % Voids @ 100% Compaction	4.1	2.8		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell AR-[illegible]	5.5	6.2	6.[illegible]	7.2	7.5
" Film Thickness	Sub-.	Surf.	Surf. Th.	Thick	Th. [illegible]
Stability Value @ 1st Compaction	40	41	42	42	[illegible]
Cohesion " " "	312	322	342	342	375
Bulk Sp. Gravity @ 1st Compaction	2.27	2.21	2.31	2.28	2.3[illegible]
Percent Voids " " "	12.0	10.5	7.1	7.5	6.0
Stability Value @ 2nd Compaction	50	54	52	50	53
Bulk Sp. Gravity @ 2nd Compaction	2.35	2.37	2.37	2.41	[illegible]
Percent Voids " " "	8.7	7.4	5.7	[illegible].4	4.[illegible]
Real Gravity @ 0% Voids	2.5[illegible]	2.5[illegible]	2.5[illegible]	2.5[illegible]	[illegible]

Effect of Water on Cohesion: (AASHTO-T-165)

Asphalt Content (%) Shell AR-[illegible]	5.5	[illegible].5	[illegible]
Index of Ret. Str. (%)	69	82	87

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist V. Moore
2X Files

The above test results, test Report #73-27307, and Cont. #5489 records indicate that the asphalt concrete as constructed in 1961 is of a 1.7 CBE quality. The average asphalt content deficiency is 2.4% for base course and 1.9% for wearing surface. This results in rapid hardening of the asphalt from the high void content & a low Index of Retained Strength.

[illegible]
Engineer of Materials

A-2-i

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. B-21230
Date Sheet No. [illegible]
Prefix 421-1
Amount Charge [illegible]
Date Received 2/31-[illegible]
Date Reported Dec. 27, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Mass Study

Project Perry - Ordell
Contractor: Prime [illegible] Mix Type-Class "B" 1/2
Paving [illegible] Contract No. 5141 Fed. Aid No.
Engineer: Region [illegible] Resident [illegible]
Aggregate: Source [illegible] Type [illegible]
Asphalt: Brand [illegible] Grade AR-4000

MIX DESIGN PROPORTIONS:

Agg. Size	Control 11.5141			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
% Comb.	21.2			Dry	Gradation - test sample washed by Roadmix				
1				Sieve		Wearing Surface	Base Course	Shoulder Course	F.L.o.d. Course
¾	1.0								
½	10.4								
3/8				12.2	12.0	11.3	11.6		
¼	33.7								
4	19.1			22.9	22.1	22.3	24.1		
10	12.7			12.7	12.7	12.1	13.3		
40	15.3				9.7	12.5	11.1		
200	6.1			16.1	14.0	15.3	14.7		
P200	3.2			6.4	6.2	5.4	5.4		
No. Ave.	5.2			3.7	4.5	3.1	4.2		
Asphalt Content Including 0 % Retention						6.0	6.7		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	F.L.o.d.
Bulk Sp. Gravity @ 100% Compaction	2.[illegible]	2.[illegible]		
Mix Design % Voids @ 100% Compaction	3.9	4.[illegible]		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 290°
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Std. Mixes	5.0	5.5	6.0	6.5	7.0
" Film Thickness	5.[illegible]	5.[illegible]	[illegible]	[illegible]	[illegible]
Stability Value @ 1st Compaction	32	35	38	34	31
Cohesion " " "	331	332	320	318	290
Bulk Sp. Gravity @ 1st Compaction	2.[illegible]	2.[illegible]	2.[illegible]	2.[illegible]	[illegible]
Percent Voids	10.0	[illegible]	7.3	5.5	4.3
Stability Value @ 2nd Compaction	44	42	43	43	43
Bulk Sp. Gravity @ 2nd Compaction	6.[illegible]	5.[illegible]	[illegible]	[illegible]	[illegible]
Percent Voids " " "	2.[illegible]	2.[illegible]	[illegible]	[illegible]	[illegible]
Real Gravity @ 0% Voids	2.[illegible]	[illegible]			

Effect of Water on Cohesion: (AASHTO-T-165)

Asphalt Content(%) [illegible]			
Index of Ret. Str. (%)	95	[illegible]	[illegible]

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist V. Moore
2XFiles
X Boyle

Base on Cont. #5141 records, report #73-29070 & the above test results, the asphaltic concrete as constructed in 1960 is of a 1.9 CBE quality. Asphalt content of the mix averages 1.2% less than the current design.

Engineer of Materials

A-2-f

TRAFFIC ANALYSIS

SECTION: GLOVER - PERRY

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

2250 Present ADT (1959)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	90	1.9	171	131	450	58,950
3	40	1.9	76	58	1000	58,000
4	35	1.9	67	51	1250	63,750
5	280	1.9	532	406	3180	1,291,080
6	5	1.9	10	8	2570	20,560
				654 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,492,340

TWENTY YEAR EWL 29,846,800

TRAFFIC COEFFICIENT 10.1

TRAFFIC ANALYSIS

SECTION: Glover-Perry

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

2250 Present ADT (19 59)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	90	1.9	171	131	450	58,950
3	40	1.9	76	58	1000	58,000
4	35	1.9	67	51	1250	63,750
5	280	1.9	532	406	3180	1,291,080
6	5	1.9	10	8	2570	20,560
				654	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,492,340

SEVEN
~~TWENTY~~ YEAR EWL 10,446,380

TRAFFIC COEFFICIENT 8.9

A-3-c

TRAFFIC ANALYSIS

SECTION: PERRY - ORO DELL

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

3,000 Present ADT (1957)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	1.5	173	144	450	64,800
3	50	1.5	75	63	1000	63,000
4	45	1.5	68	57	1250	71,250
5	295	1.5	443	369	3180	1,173,420
6	5	1.5	8	7	2570	17,990
				640	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,390,460

TWENTY YEAR EWL 27,809,200

TRAFFIC COEFFICIENT 10.0

TRAFFIC ANALYSIS

SECTION: Perry-Oro Dell

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

3000 Present ADT (1957)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	1.5	173	144	450	64,800
3	50	1.5	75	63	1000	63,000
4	45	1.5	68	57	1250	71,250
5	295	1.5	443	369	3180	1,173,420
6	5	1.5	8	7	2570	17,990
				640 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,390,460

FIVE
~~TWENTY~~ YEAR EWL 6,952,300

TRAFFIC COEFFICIENT 8.5

A-3-c

Hilgard - Perry
Old Oregon Trail Highway (FAR 1)
Union County

Station	O.W.T.	I.W.T.
W.B. Sta. 783		
	0.022	0.031
	0.020	
	0.023	0.025
	0.021	
	0.017	0.017
	0.021	
	0.024	0.019
	0.019	
	0.019	0.022
	0.019	
	0.020	0.020
	0.025	
	0.022	0.018
	0.018	
	0.020	0.015
	0.020	
	0.016	0.016
	0.017	
	0.021	0.016
	0.026	
	0.021	0.017
	0.018	
	0.020	
W.B. Sta. 730		
	0.024	0.020
	0.018	
	0.017	0.015
	0.017	
	0.023	0.018
	0.023	
	0.019	0.013
	0.017	
		0.015 Continued:

Hilgard - Perry
Old Oregon Trail Highway (FAR 1)
Union County

Station	O.W.T.	I.W.T.
W.B. Sta. 730 Continued:	0.014	
	0.015	
		0.012
	0.020	
	0.019	
		0.016
E.B. Sta. 671		0.016
	0.017	
	0.018	
		0.022
	0.014	
	0.017	
		0.013
	0.016	
	0.012	
		0.016
	0.017	
	0.015	
		0.020
	0.021	
	0.020	
		0.018
	0.012	
	0.020	
		0.021
	0.015	
	0.017	
		0.013
	0.016	
	0.013	
		0.013
	0.013	
	0.015	
		0.015
	0.017	
	0.017	
		0.016

A-4-a

Perry - Oro Dell
Old Oregon Trail Highway (FAR 1)
Union County

Station	O.W.T.	I.W.T.
W.B. Sta. 927		
	0.018	0.015
	0.017	0.015
	0.018	0.014
	0.019	0.012
	0.012	0.010
	0.018	0.010
	0.013	0.011
	0.018	0.010
	0.014	0.013
	0.015	0.012
	0.016	0.013
	0.018	0.018
	0.015	0.016
	0.016	0.013
	0.015	0.010
	0.018	0.013
	0.018	0.012
	0.014	0.013
	0.015	0.010
	0.016	0.010
	0.016	
E.B. Sta. 920		
	0.016	0.016
	0.016	0.013
	0.014	0.010
	0.014	0.009
	0.009	0.010
	0.014	0.010
	0.010	Continued:
	0.009	

A-4-1

Perry - Oro Dell
Old Oregon Trail Highway (FAR 1)
Union County

Station	O.W.T.	I.W.T.
E.B. Sta. 920 Continued:	0.014	
	0.012	
		0.013
	0.016	
	0.017	
		0.015
	0.014	
	0.012	
		0.016
	0.016	
	0.017	
		0.011
	0.015	
	0.015	
		0.013
	0.013	
	0.016	
		0.013

HILGARD - PERRY
Old Oregon Trail Highway (FAR 1)
Union County

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	OAD P20	OAD Mt.	"R" Value	% Nat. Moist.	CLASSIFICATION AASHO	CLASSIFICATION Textural
EB, Sta. 818+57, Rt. 8'	2A	0 - 7.5	A.C. - Patched, cracked, moisture between lifts														
		7.5 - 8.5	Tack & Level Course														
		8.5 - 20.0	1.5"	89.0	45.8	13.6	8.7	23	0	50.0	14.5	18.43	0.5	82	5.4	A-1-a	Si.Sa.Gr.
		20.0 - 36.0	3.0"	44.9	15.1	4.1	2.4	27	0	56.4	13.4	22.53	0.7	79	4.4	A-1-a	Gra
		+36.0	—	100.0	100.0	99.6	93.8	50	15	—	—	—	—	8	—	A-7-5 (12)	Si.(
WB, Sta. 755+96, Lt. 8'	1A	0 - 5.0	A.C. - Patched, alligatored, very soft														
		5.0 - 6.75	+0.5"	100.0	53.9	10.6	3.8	20	0	68.2	—	—	—	At N.M. 86	5.5	A-1-a	Sa.Gr.
		6.75- 11.5	+1.0"	80.4	37.2	10.0	6.1	23	1	46.6	15.9	19.18	1.2	83	5.6	A-1-a	Si.Sa.Gr.
		11.5 - 15.0	3.0"	73.4	40.1	14.5	9.1	34	5	23.8	—	21.77	1.2	70	9.1	A-1-a	Si.Sa.Gr.
		15.0 - 30.0	4.0"	46.8	17.1	4.7	2.5	29	0	58.3	—	—	—	76	5.6	A-1-a	Gravel
			Compared to:														
		+36.0	—	100.0	100.0	99.6	93.8	50	15	—	—	—	—	8	—	A-7-5 (12	1.(

A-5

PERRY - ORO DELL
Old Oregon Trail Highway
Union COUNTY

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	OAD SE	OAD LAR	OAD P20	OAD Mt.	"R" Value	% Nat. Moist.	CLASSIFICATION AASHO Textural
SB, Sta. 928+45, 8' Lt.	1	0 - 4.5	A.C. - Alligatored in areas - Rutted to depths of 0.25"													
		4.5 - 6.75	+0.75"	98.5	54.7	13.9	7.7	24	0	51.0	—	——	—	At N.M. 81	5.4	A-1-a Si.Sa.Gr.
		6.75 - 16.0	2.0"	81.8	42.9	12.6	7.4	23	0	42.6	14.1	16.59	0.8	87	4.9	A-1-a Sa.Gr.
		16.0 - 20.0	+0.75"	88.9	51.0	20.6	13.5	37	10	—	—	——	—	At N.M. 89	11.1	A-2-4 Si.Sa.Gr.
		20.0 - 30.0	+3.0"	37.2	21.0	7.8	5.5	37	9	—	14.8	12.49	0.7	—	—	A-2-4 Gravel
		30.0 +	4.0"	80.3	70.0	53.8	46.2	35	6	—	—	——	—	14	—	A-4(2)Gr.Cl.Si.

A-5-a

TRAFFIC ANALYSIS
1959 - 1979
TWENTY YEAR DESIGN PERIOD

SECTION: Hilgard - Perry

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

2250 Present ADT (1959)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	90	1.9	171	131	38.25	5,010.75
3	40	1.9	76	58	81.76	4,742.08
4	35	1.9	67	51	105.30	5,370.30
5	280	1.9	532	406	257.76	104,650.56
6	5	1.9	10	8	213.96	1,711.68
				654	TOTAL	

18 kip s.a./day 332.8

TOTAL AVERAGE ANNUAL 18 kip s.a. 121,485.37

TWENTY YEAR 18 kip s.a. 2,429,707

RATIO

TRAFFIC ANALYSIS
1961 - 1963
OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Hilgard - Perry

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

2250 Present ADT (1959)

20 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1961	*EXPANSION FACTOR*	*TOTAL TADT* 1963	*MEAN TADT* 1961-1963	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	98		106	102	38.25	3,901.50
3	44		47	46	81.76	3,760.96
4	38		41	40	105.30	4,212.00
5	305		330	318	257.76	81,967.68
6	5		6	6	213.96	1,283.76
				512	TOTAL	

18 kip s.a./day 260.6

(1961-1963) TOTAL AVERAGE ANNUAL 18 kip s.a. 95,125.90

Total (1961-1963) TWO YEAR 18 kip s.a. 190,252

RATIO

A-6-a

TRAFFIC ANALYSIS
1961 - 1979
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Hilgard - Perry

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

2250 Present ADT (1959)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1961	EXPANSION FACTOR	TOTAL TADT 1979	MEAN TADT 1961-1979	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	98		171	135	38.25	5,163.75
3	44		76	60	81.76	4,905.60
4	38		67	53	105.30	5,580.90
5	305		532	419	257.76	108,001.44
6	5		10	8	213.96	1,711.68
				675 TOTAL		

18 kip s.a./day 343.5

(1961-1979) TOTAL AVERAGE ANNUAL 18 kip s.a. 125,363.37

Total (1961-1979) EIGHTEEN ~~TWENTY~~ YEAR 18 kip s.a. 2,256,541

RATIO

A-6-4

TRAFFIC ANALYSIS
1957 - 1977
TWENTY YEAR DESIGN PERIOD

SECTION: Perry - Oro Dell

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

3000 Present ADT (1957)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	115	1.5	173	144	38.25	5,508.00
3	50	1.5	75	63	81.76	5,150.88
4	45	1.5	68	57	105.30	6,002.10
5	295	1.5	443	369	257.76	95,113.44
6	5	1.5	8	7	213.96	1,497.72

640 TOTAL

18 kip s.a./day	310.3
TOTAL AVERAGE ANNUAL 18 kip s.a.	113,272.14
TWENTY YEAR 18 kip s.a.	2,265,443
RATIO	

A-6-c

TRAFFIC ANALYSIS
1960 - 1963
OPENING YEAR TO YEAR PAVEMENT REACHED P_t = 2.5

SECTION: Perry - Oro Dell

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

3000 Present ADT (1957)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1960	EXPANSION FACTOR	TOTAL TADT 1963	MEAN TADT 1960-1963	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	124		132	128	38.25	4,896.00
3	54		58	56	81.76	4,578.56
4	48		52	50	105.30	5,265.00
5	317		339	328	257.76	84,545.28
6	5		6	6	213.96	1,283.76
				568	TOTAL	

18 kip s.a./day 275.5

(1960-1963) TOTAL AVERAGE ANNUAL 18 kip s.a. 100,568.60

Total (1960-1963) THREE ~~TWENTY~~ YEAR 18 kip s.a. 301,706

RATIO

A-6-d

TRAFFIC ANALYSIS
1960 - 1977
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Perry - Oro Dell

HIGHWAY: Old Oregon Trail (FAR 1)

COUNTY: Union

3000 Present ADT (1957)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1960	EXPANSION FACTOR	TOTAL TADT 1977	MEAN TADT 1960-1977	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	124		173	149	38.25	5,699.25
3	54		75	65	81.76	5,314.40
4	48		68	58	105.30	6,107.40
5	317		443	380	257.76	97,948.80
6	5		8	7	213.96	1,497.72
				659	TOTAL	

18 kip s.a./day 319.4

(1960-1977) TOTAL AVERAGE ANNUAL 18 kip s.a. 116,567.57

Total (1960-1977) SEVENTEEN YEAR 18 kip s.a. 1,981,649

RATIO

A-6-e

8254

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 16, 1974

FILE:

FROM:

SUBJECT: Upper Perry Undercrossing,
MP 254.94, I-80N

TO: W. E. Schwartz
Regional Engineer

REGION 5

Our request for a four-inch overlay on the Irrigon Junction-Bubbs Creek section of I-80N is still in the drafting stage and has not yet been forwarded to the FHWA. Even if this overlay is approved, we will still have to justify raising the structure to increase its clearance. The reaction of the FHWA to similar requests affecting structures on I-5 has been skeptical. They have argued that the maximum legal load height is 13'6". Our response has been that we do have a system of over-height permitsin effect and also that damage to structures caused by hits from over-height vehicles is already serious enough to create a real fear that the service life of these structures has been materially shortened.

The bridge inventory inspection record shows that the minimum vertical clearance below this structure is presently 15.39 feet at the outside shoulder of the west bound lanes. Even after a four-inch overlay, it will still be 15 feet. In order to justify Federal fund participation in raising this structure to a clearance of 17 feet, we will need more detailed information about structural damage caused by hits from over-height vehicles. Can you provide detailed descriptions of any apparent damage, together with close up photographs? This would be very helpful.

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Hager ____ Watson W

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

Victor D. Wolfe
Location Engineer

WAE:ko
cc Frank Terpin
W. H. Sample
W. H. Tebeau
John Hagedorn

1 ✓
2 T

RECEIVED
JUL 1 1974
ROAD

8234

80N

Salem, Oregon

July 5, 1974

Victor D. Wolfe, Location Engineer

FET

Frank E. Terpin, Final Design Engineer

Hilgard-LaGrande Section
Old Oregon Trail Highway
Union County

Enclosed is correspondence from Region V indicating that the vertical clearance at the Upper Perry Undercrossing will be substandard after the construction of the overlay.

Pavement Design Engineer C. J. Gregg informs me that the overlay thickness to be requested will be 4 inches.

Will you please initiate action to acquire FHWA approval to raise the structure to provide standard vertical clearance.

FET:we
Enclosure
cc: W. E. Schwartz
W. H. Sample

1 Verstaeg ✓
2 A. Olson
Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
JUL 9 - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Form 81-734-3030

MP 256.40

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

P.O. Box 297 McNary, Oregon 97858

16 May 1974

FILE:

By M B. Smith, Asst. Res. Engr.

FROM: J.R. Hagedorn
Resident Engineer

SUBJECT: Clearance Diagram
Upper Perry Interchange

TO: Dale Allen
Regional Construction Engineer
LA GRANDE

Attached for your information find clearance diagram for the Upper Perry Interchange. The survey crew checked the clearance when they were staking flares for installation of concrete shoulder barrier for both the Eastbound and Westbound lanes under the structure for column protection.

This office has initiated a price agreement deleting the shoulder barrier construction at this location on the current Irrigon Jct.-Bubbs Ranch contract. If the shoulder barrier were constructed with the future overlay in mind, the base of the barrier would be setting approximately 5 inches above the existing highway grade.

I am also sending a copy of a set of level notes for a six line profile taken 500 feet on both sides of the structure, of the existing highway.

Some consideration should probably be given to the structure clearance prior to the upcoming scheduled overlay through this area.

cc: Frank Terpin

1 Verstaeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

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MAY 20 1974
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Receiver Keep ☐
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[illegible] Highway Department

BRIDGE INVENTORY INSPECTION RECORD

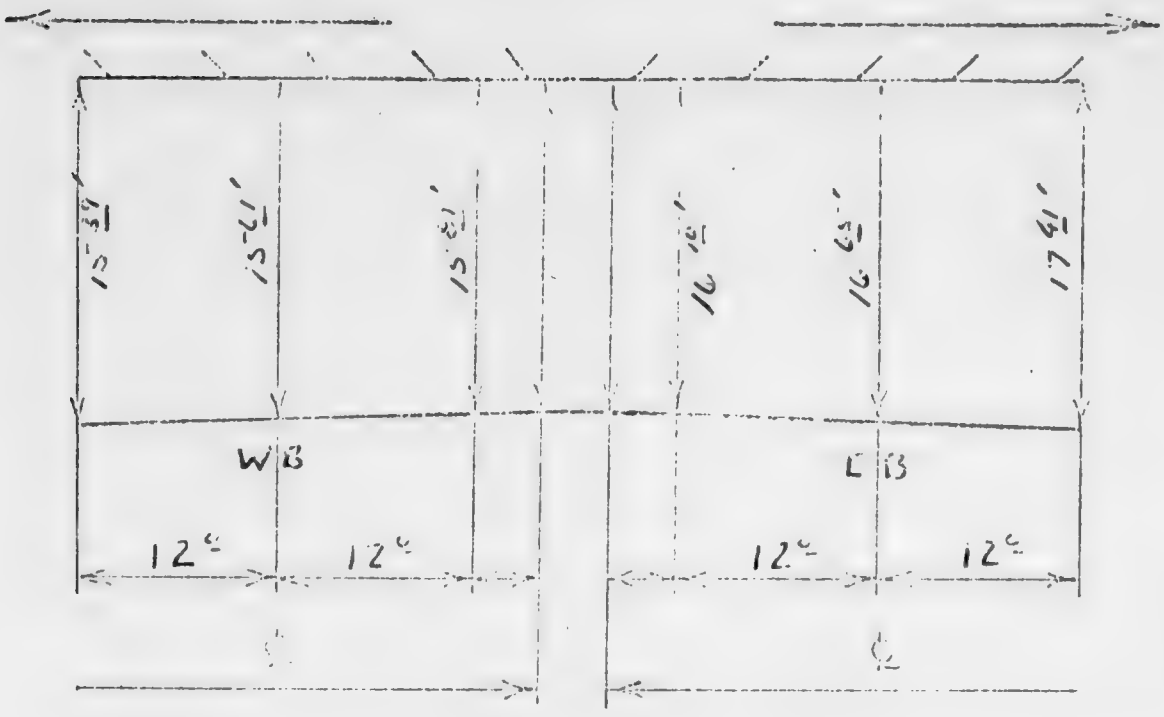
Description [illegible] Bridge 3426

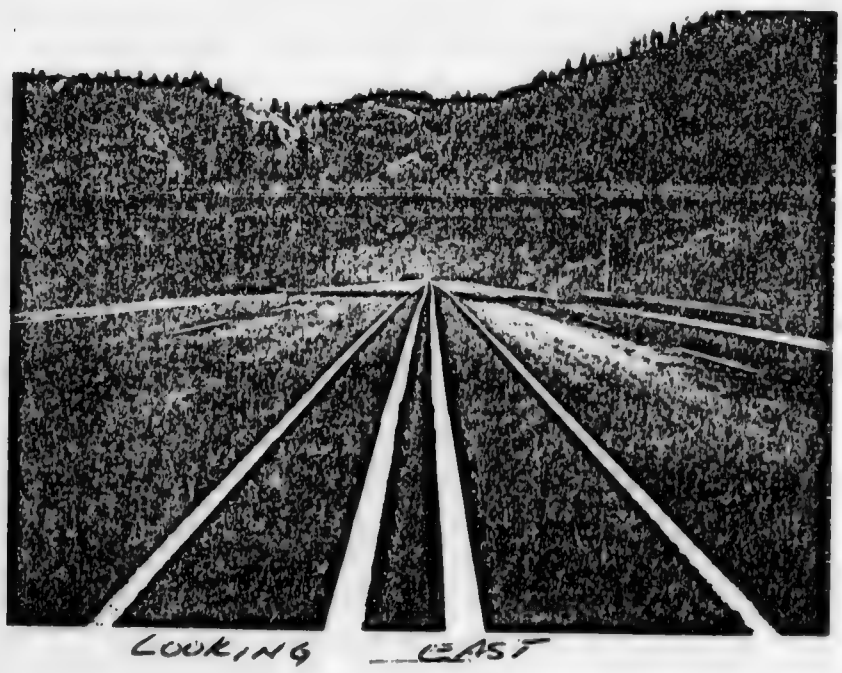
Clearances for [illegible] Highway No. [illegible] M. P. 256.40

Structure carries Conn. 7 Highway No. 7 M. P. IC 256.42

County Union 10 MAY 1974 By D. KAUFMAN

CLEARANCE DIAGRAM





OREGON STATE HIGHWAY DIVISION

SUBJECT: Hilgard-LaGrande Sect.

DATE: May 9, 1974

TO: Frank Terpin I-80N

FROM: John Hagedorn

Frank:

In the process of staking the concrete shoulder barrier at the Upper Perry undercrossing, MP 254.94 on the ~~Irrigatio~~ Irrigon Jct.-Bubbs Ranch spot safety project, my survey crew checked the clearance under the structure and found it to be 16.2' at centerline and 17.1' at the eastbound shoulder. I notified Region of this and told them I would let you know first and then run a multi-line profile and note the clearances and send the data to you assoon as I can get to it.

1 Verstaeg ✓
A. Olson
2 Terpin I
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAY 10 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

John Hagedorn
(SIGNATURE)

PLEASE REPLY HERE

REFERRED TO

Cole Read
Eriksen Sample 2nd
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File Copy 2nd

BY FINAL DESIGN ENGINEER

cc: Dale Allen

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

8234

80N

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE May 20, 1974

TO Frank Terpin
Final Design Engineer

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Clearance Problem
Upper Perry Interchange
Hilgard-La Grande Section
Old Oregon Trail Highway

Prior to preparing final plans for the proposed safety overlay between Hilgard and La Grande, your office should be aware of the vertical clearance problem at the Upper Perry Interchange.

The attached correspondence from John Hagedorn explains the problem, and he has also furnished you a six-line profile.

DDA:sh
Attachments

cc Hagedorn

RECEIVED
ROAD DESIGN SECTION

REFERRED TO

Cole — Reed
Eriksen — Sample
Heger — Watson
Return — Forward
File

BY FINAL DESIGN ENGINEER

Field Notes retained in designers file

Salem, Oregon

January 11, 1974

Dale Allen, Region 5 Construction Engineer

J. H. Versteeg, Road Design Engineer

Bridge Decks
Hilgard-La Grande Section
I-80N
Union County

I discussed the problems of bridge deck distress and the need for upgrading the same on several sections of I-80N with Len Wallace. The Bridge Section will handle the review, make their recommendation and submit these proposals to the FHWA for FAI funding. I would suggest that you supply them with any additional information that you may have that could aid them in preparing the submittal to the FHWA.

JHV:jh

cc: Len Wallace
Jim Gix

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 11 1974
ROAD DESIGN SECTION

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8234

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE January 10, 1974

TO J. H. Versteeg
Road Design Engineer

SALEM

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Proposed Safety Overlay
Hilgard to La Grande
I80 N
Union County

I believe the above safety overlay project is being worked up in your office at the present time and the purpose of this letter is to call your attention to some bridge deck problems that should be considered in the design. Some of this information may be included in the location survey; however, so that it will not be overlooked, we have tabulated on the attached sheet a list of those bridge decks which are showing considerable distress and may require upgrading prior to overlaying with AC. This seems even more critical since we have recently been advised by the Maintenance Office that the allowable legal load has been increased by recent action of the governor. As the attached reports show, the decks in this area are experiencing considerable cracking and at some locations complete sections of the deck have broken through, requiring full depth maintenance repairs.

We recommend that our Bridge Design people carefully review the problem and consider some type of upgrading be included in the contract to increase the carrying capacity without additional failures. The complete inspection data, with photos, is available for review in the Maintenance Office files.

DDA:je
Attachment

cc: J. J. Gix
Walt Hart
G. A. Starkey

1 Versteeg ✓
2 A. Olsen
Terpin T
Scott
3 Swenson GW
R. Olson
Trout

RECEIVED JAN 1 ROAD DESIGN SECTION

Return
bring up
Other

DECK CONDITIONS
Old Oregon Trail Highway No. 6

MP 256.17E Bridge #8425E (Grande Ronde River)
Considerable surface spalling with exposed deck reinforcing steel throughout. (18)
Slab thickness: 7" Rating: 7P

MP 256.17W Bridge #8425W (Grande Ronde River)

Random surface spalling with exposed deck reinforcing steel in several locations. (6)
Slab thickness 7" Rating: 7

MP 257.22E Bridge #8428E (Lower Perry Interchange, Grande Ronde River)

Considerable cracking in deck slab in vicinity of each fixed bent. Popouts and surface spalls throughout with exposed deck reinforcing steel at random.
Slab thickness 6" Rating: 7P

MP 257.22W Bridge #8428W (Lower Perry Interchange, Grande Ronde River)

Considerable cracking in deck slab in vicinity of each fixed bent. Some surface spalling with occasional exposed deck reinforcing steel, and random popouts.
Slab thickness: 6" Rating: 7P

MP 258.89E Bridge #8429E (Grande Ronde River)

Random cracking throughout top of deck slab, and transverse cracking in bottom of slab in spans 1 and 2.
Slab thickness: (Spans 1, 2, 6) 6"
(Spans 3, 4, 5) 6½" Rating: 7

MP 258.89W Bridge #8429W (Grande Ronde River)

Considerable cracking throughout top and bottom of deck slab. Surface spalls with exposed deck reinforcing steel throughout top of slab.
Slab thickness: (Spans 1, 2, 6) 6"
(Spans 3, 4, 5) 6½" Rating: 7P

MP 259.13E Bridge #8430E (Grande Ronde River & Overcrossing UPRR)

Transverse hairline cracking throughout top of deck slab and in bottom of slab in spans 1 through 3. Surface spalls with exposed deck reinforcing steel in span 1.
Slab thickness: (Spans 1, 2, 3) 6½"
(Spans 4, 5, 6) 7" Rating: 7

MP 259.13W Bridge #8430W (Grande Ronde River & Overcrossing UPRR)

Transverse hairline cracking throughout top and bottom of deck slab. Minor surface spalls on span 4 deck. Broken concrete with exposed reinforcing steel at Bent 4 expansion joint, right gutter.
Slab thickness: (Spans 1, 2, 3) 6½"
(Spans 4, 5) 7" (Span 6) 7½" Rating: 7

8234

Salem, Oregon

January 3, 1974

W. H. Haskin, Property Manager

ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout, Design Office Engineer

File No. 27274
Oro Dell Unit
Hilgarde - La Grande Section
Old Oregon Trail Highway
Union County

Here is correspondence on the subject surplus property.

It is recommended the property be sold to the adjacent owner with no access to the highway, a sign and junkyard clause, and with a roadway easement* being retained for access to our remaining property. This was approved by Mr. E. S. Hunter on January 3, 1974.

* This must be established

DLT:we
Attachment

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 3 1974
ROAD DESIGN SECTION

Requires Reply
Requires ... Seal
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Bring Up
Other

December
E. S.
J.

8234 8ON

Salem, Oregon

December 28, 1973

E. S. Hunter, Assistant State Highway
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

File No. 27274
Oro Dell Unit
Milgarde-La Grande Section
Old Oregon Trail Highway
Union County

Here is correspondence on the subject file. The property lies in the Oro Dell Interchange north of La Grande. An adjacent owner has constructed a well on a portion of our land and wishes to buy the site.

Region recommends sale of the portion shown in red on the attached map to the adjacent owner with no access to the highway and a sign and junkyard clause. Preliminary Design concurs but recommends a roadway easement be retained through the parcel to be sold for access to our remaining land. Traffic, Landscape, Parks, Maintenance, Location and Construction concur.

It is recommended the parcel be sold to the adjacent owner as outlined by Region and with a roadway easement being retained for access to our remaining property.

DNS:jh
cc: W. H. Haskin

8235 Rowena-The Dalles Sec. Col. 1975
R.Hwy.between Rowena & The Dalles
(Grade,pave,sig., & illum.)

☆U.S. GOVERNMENT PRINTING OFFICE: 19

STATE COPY

CC: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DE... FEDE... TMENT OF TRANSPORTATION HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	WASCO	OREGON
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
December 19, 1977	David B. Carter, Area Engineer		I-80N-3(70)75
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
December 9, 1976	May 20, 1977	$\frac{407}{400}$ = 102 %	400 Calendar Workdays
APPROVED EXTENSIONS	**LOCATION**		
7 Calendar Workdays	Extending from 5.5 miles west of The Dalles to The Dalles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROWENA–THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Signing and Illumination

This project provided for an overlay and safety work on this 7.5 mile section of the Columbia River Highway.

The final amount of the original contract items was $1,833,120.76 or a 2.8 percent underrun of the original contract amount. The final project cost including engineering and all charges was $1,993,562.76.

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was made on December 6, 1976.

RECEIVED STATE HWY ENG. DEC 28 '77 REFER TO FOR Info Invest R/D D/R Sign Act File

12-27-77 cj Kennedy

COPY SENT DEC 27 1978 Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter (Original signed by D. B. Carter)		SIGNATURE: G. K. Hossner (Original signed by G. K. Hossner)	
TITLE: Area Engineer	DATE: 12-19-77	TITLE: District Engineer	DATE: 12-19-77

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8235-3

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — To be completed by Washington Headquarters Personnel

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL X
Oregon	Wasco	I-80N-3(70)75	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6201		July 8, 1975
20	FINAL CONSTRUCTION COST	DOL.	1,838,235		DATE COMPLETED: November 9, 1976
21	LENGTH OF PROJECT	MILES	7.478		TOTAL NO. BRIDGES: --

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 31914	GROSS EARNINGS: 345,144	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,091,604
	9	PETROLEUM PRODUCTS	GAL.	186,354
	1	CEMENT	BBL.	2456
CARD C	2	AGGREGATES PURCHASED	TON	109,603
	92		CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	1,544,293
	4	LUMBER	THSD BD FT	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	653
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	86
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	158
	18	GUARDRAIL	LIN. FT.	65,405
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	16,070
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
13	CONCRETE PIPE	
	8	160
	18	83
	24	8

CARD K

ITEM	
14	CLAY PIPE AND DRAIN TILE

CARD L

ITEM	
25	CORR. ALUMINUM CULVERT

CARD M

ITEM	
26	CAST IRON PIPE

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR--47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8235

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 16, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards, Office Manager

Re: Contract 8235

In accordance with your memo of June 13, 1977 the $25,000 on this contract is being transferred to contract 8343.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

~~8192~~
8235

June 16, 1977

Protecto Wrap Company
2255 South Delaware Street
Denver, CO 80223

Attention: Donald C. Brookins

Gentlemen:

Thank you for your letter of June 7, 1977, with attached Lien Waiver dated June 7, 1977, which states that you have received $22,194.50 from Babler Bros., Inc.

Our records indicate that this is in connection with your claim against Babler Bros., Inc. Contract No. 8235 in Wasco County, and Contract No. 8192 in Hood River County.

This information is being noted in our records and we will advise the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

NOTED ON CARD
6-16-77

Protecto Wrap Company
2255 SOUTH DELAWARE STREET
DENVER, COLORADO 80223
777-3001

June 7, 1977

Mr. Head
Manager of Commission Services
Room 121
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Enclosed herewith please find a Lien Waiver for Babler Bros., of Portland, Oregon.

This waiver negates the lien filed by Protecto Wrap Company on January 5, 1976.

Very truly yours,

Donald C. Brookins

DONALD C. BROOKINS
Executive Vice President

DCB/nm
Encl.

cc: Babler Bros.
Sealant Systems

NOTED
C. W. HEAD

RECEIVED
JUN 9 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No. 30 LW—Bradford Publishing Co., 1824-46 Stout Street, Denver, Colorado

LIEN WAIVER

$ 22,194.50

Denver, Colo., June 7, 19 77

Received of Babler Bros., P. O. Box 02008, Portland, Oregon

the sum of Twenty-two thousand, one-hundred and ninety-four dollars and fifty cents Dollars

being payment in { ~~partial~~ full } of all demands for ~~labor, services, equipment,~~ materials heretofore furnished in connection with the construction, alteration, improvement, addition to or repair of the structure or improvement for Projects Nos. 8192 and 8235 upon Lot ....., Block .....

Addition to the .....

.....St., and in consideration of the aforesaid payment we do by these presents, waive, relinquish and absolutely release forever, all right to claim a mechanic's lien against the above described property which might accrue under the laws of the State of ~~Colorado~~ Oregon by virtue of the aforesaid work done or material furnished to ..... June 7, 19 77

In execution of this instrument we hereby testify that Protecto Wrap Co. under no constraint, and that the same has been signed by them of their own free will and accord.

Witness:

Joann D. Montgomery

PROTECTO WRAP COMPANY

SUPPLIER

Donald C. Brodkin

Executive Vice President

~~Assistant Secretary~~

8235

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 10, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Re: Babler Bros., Inc.
Contract 8235

This contract has been finaled. The $25,000 deposited in lieu of retainage on this project may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog, Controller

James J. Kinns
Contract Accounting Executive

JJK:njc

cc: Babler Bros., Inc.

bc: C. W. Head
R. Church
C. W. Barrett

FILED
W. HEAD

S-35

1

May 26, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8235 awarded to Babler Bros., Inc. for work on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County was completed on November 9, 1976 and accepted by the State Highway Engineer on May 20, 1977.

Final payment in the amount of $2,944.05 will be released to the contractor after May 31, 1977. The total contract amount is $1,862,162.40 including $35,345.21 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc Babler Bros, Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

Corroon & Black
1600 S.W. 4th Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

April 21, 1977

Babler Bros., Inc.
P. O. Box 02008
Portland, OR 97202

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8235 for work on the Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete extension of seven days is granted to delete all liquidated damages. This is because of added work on four orders and for stop-work orders.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams
J. S. Sawyer

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1977

FILE: CON 5 #8235

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Rowena-The Dalles Section
Contract No. 8235
Request for Time Extension

Babler Bros. requests a 13-1/2 day time extension for added work on four orders and for eight occasions on which holiday stop work orders deprived them of what would ordinarily have been work time. The project was actually completed 11-9-76 with seven days liquidated damages accrued at $300 per day.

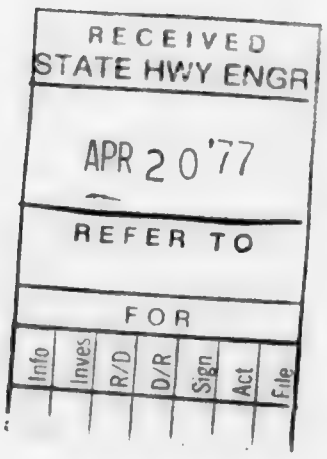
The contract special provisions allowed no lane closures from Friday noon through Sundays. Several holiday stop work orders through the life of the project were effective at the beginning of a Friday, so that the contractor was stopped one-half day more than what the specs. required. Up to now, this time has been counted, but a review by the Resident and Region Engineers concurs that 4-1/2 days extension is justified for these occasions. Several extra work orders, particularly two during the second season of the project, would also justify small increments of extension. E.W.O. 9 for guardrail adjustments and terminal changes and E.W.O. 10 for new unpainted sign posts, along with earlier orders to adjust metal median barrier and remove paint from existing guardrail would easily justify the remaining 2-1/2 days, so we concur with the field recommendations for a complete time extension of 7 days to delete all liquidated damages.

This was an Interstate project, but extension based on the above reasons can be granted participating under our delegated authority. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church



KL&K Associates Inc.

221·1951
1 s.w. columbia
suite 1212
Portland, Oregon 97258

RECEIVED
MAR 17 1977
J. S. SAWYER

March 16, 1977

OREGON STATE HIGHWAY COMMISSION
P.O. Box 420
The Dalles, Oregon 97058

ATTENTION: J.S. Sawyer
Resident Engineer

Re: BABLER BROS.,INC.
Contract #8235
Increase in Number of Workdays

Dear Mr. Sawyer:

Inclosed is the original and four copies of the Increase in Number of Workdays document in reference to the captioned project.

Sincerely,

K L & K ASSOCIATES,INC.

Judy Hiltenbrand

Judy Hiltenbrand

/jh
Inclosures
cc: BABLER BROS., INC.
Attn: Ray Richards

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8235 Contractor Babler Bros., Inc.

Highway Columbia River

Section Rowena - The Dalles

Kind of Work Grading, Paving, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED.** The reasons for such recommendation are as follows: Stop Work orders and Change orders, increased the Calendar Work Days needed to complete the project bid items.

Recommended for Approval:

for Division Engineer

Construction Engineer or Bridge Engineer

for Const. Engr.

Deputy State Highway Engineer

State Printing 27929

Contract No. 8235

Project designation Federal-Aide Interstate (State-Federal)

Date awarded June 10, 1975

Work started July 1, 1975

Per cent completed 100% November 9, 1976 (Date)

No. of Workdays Allowed 400

No. of Workdays Used 407

No. of Added Workdays Requested 13 1/2

E—310 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 14, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 413-1/2 days, within which to complete our Contract No. 8235, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Gale P. Schwiesow
Gale P. Schwiesow
Assistant Vice-President

CONSENT OF SURETY

Date March 15, 1977

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean R. Petitt
DEAN R. PETITT
Attorney-in-fact

(SEAL)

Resident Agent

Rowena The Dalles Sec.
Contract #8235

REQUEST FOR ADDITIONAL WORK DAYS

Extra Work Order		Work Days Claimed
# 4	Adjust Metal Median Barrier	5
# 9	Adjust G.R. designated in plan to remain in plan	½
#10	Furnish & install sign post for existing signs not included in contract	2

Price Agreements		
# 3	Remove paint from G.R. designated to remain in place	½

Date	Road Closure Restrictions	
Oct. 3, 1975	Deer Hunting	½ day
Oct. 31, 1975	Elk Hunting	½ day
Nov. 26, 1975	Thanksgiving	1 day
Nov. 28, 1975	"	1 day
May 28, 1976	Memorial Day	½ day
July 2, 1976	Independence Day	½ day
Sept. 3 1976	Labor Day	1 day
Oct. 1, 1976	Deer Hunting	½ day
	Total	13½ days

5335

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

Contract	Prior Allocation Amount	TCD	Change This Transaction	New Allocation Amount	TCD
8081	$35,000	271918	-0-	$35,000	271994
8192	60,000	271917	(50,000)	10,000	271995
8235	25,000	271917	-0-	25,000	271995
8343	30,000	271917	-0-	30,000	271995
	25,000	271918	-0-	25,000	271994
	15,000	271939	-0-	15,000	271939
	70,000			70,000	
8375	30,000	271918	-0-	30,000	271994
8439	5,000	271918	-0-	5,000	271994
	10,000	271939	-0-	10,000	271939
	15,000			15,000	

Vernon E. Skoog
Controller

by_____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W.Head
R. Church
C.W. Barrett(Att.)

8235

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rowena - The Dalles		WEEK ENDING: February 19, 1977
		SECTION PREFIX: 633-1013
HIGHWAY: Columbia River		COUNTY: Wasco
NAME OF JOB: Rowena - The Dalles	KIND OF WORK: Grade, Pave, Sign, Guardrail, Conc. Med. Barrier, Light	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 8235	FEDERAL AID PROJECT NUMBER: I-80N-3(70)75
DATE OF CONTRACT: June 10, 1975	DATE WORK STARTED: July 8, 1975	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 400	CALENDAR DAYS USED: 407
PROJECT AUTHORIZATION: $2,137,117.48	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $1,984,574.52	ENGINEERING AUTHORIZATION: $152,542.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,832,487.36	ENGINEERING COST TO DATE: $142,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: UNDERRUN 8 %	PERCENT OF AUTHORIZATION: 93 %	DATE PROJECT WAS COMPLETED: November 9, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Prod. of Med. Bar.	Guardrail
100	100	100		100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Med. Barrier ~~Excavation~~ MACADAM	Guardrail ~~Excavation~~
MILES IN PROJECT	7.31	7.31		7.31	7.31
MILES PARTIALLY COMPLETED	-	-		-	-
MILES COMPLETED	7.31	7.31		7.31	7.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,100 c.y.	85,000 Ton		38,600 L.F.	27,700 L.F.
TOTAL QUANTITIES CORRECTED TO DATE	16,162	89,003		38,616	26,789
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,162	89,003		38,616	26,789
AVERAGE DAILY QUANTITIES	414	2,119		1,287	536
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	-
NUMBER OF SHIFTS PER DAY	-	-		-	-
HOURS PER SHIFT	-	-		-	-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Calendar

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	0		Work completed.
MONDAY	Clear.			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	P. Cloudy			

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
FEB 22 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Contractor has completed all work.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed all contract field work, but has yet to submit his PR-47. Olson Electric has yet to submit a PR-47. This information is all that holds up submission of Third Notification on this project.

Semi-Final Estimate was completed and submitted to Region on Wednesday of this week.

This will be the last weekly report on this project unless directed otherwise.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8235

OREGON STATE HIGHWAY DIVISION

January 12, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

Rec. No.	Original TCD	Amount	Replacement TCD
144599	271630	$ 5,000	271697
144599	271632	55,000	271699
144602	271653	100,000	271741
144602	271654	115,000	271742

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

Contract	Prior Total	This Transaction	TCD	New Total
8081	$ 35,000	No change		$ 35,000
8192	115,000	$ 10 ,000	271699	125,000
8203	30,000*	No change		30,000
8235	90,000	(20,000)	271699	
		(15,000)	271741	
		(30,000)	271742	25,000
8343	-0-	10,000	271699	
		15,000	271741	
		30,000	271742	55,000
8375	30,000	No change		30,000

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

NOTED
C. W. HEAD

By _____
James J. Kinns, Contract Payments Executive

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

JJK:mm C.W. Head

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144529

Branch [illegible] No. 20

DATE 12-27-76

For The Account of
[illegible] INC.
[illegible]
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

Amendment to Cost Plus Fixed Fee Contract

DEPOSITED BY L Taylor

$55,000.00	TCD 1½ 0027545 dated 10-27-76 due 11-25-76 (5%(ren 1½ 271642)
$55,000.00	TCD 1½-0271630 dated 11-26-76 due 12-27-76 (5% (ren 1½-271643)
$55,000.00	TCD 1½-0271632 dated 11-20-76 due 12-27-76 (5% (ren 1½-271645)
$55,000.00	TCD 1½ 271697 dated 12-27-76 due 1-26-77 (5% (ren 1½ 271699)
$55000.00	TCD 1½ 271699 dated 12-27-76 due 1-26-77 (5% (ren 1½ 271732)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives of the same nature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
- ☐ New Cust
- ☐ New Sec.
- ☐ Addition

BAL. _____
MAT. _____
INIT. _____

TELLER _____

CUSTOMER _____
(Unnecessary if Sig. Card on file)

388 7/73

Branch Record Copy

RECEIVED
DEC 30 1976
CONTRACT ADMINISTRATION

RECEIVED
DEC 30 1976
CONTRACT ADMINISTRATION

AUTOMATIC RENEWAL (Applicable only if marked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS, unless (1) presented and surrendered for payment within ___ days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations, now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens BRANCH (NO.) 20

11-2294 2/76 (ISSUING BRANCH)

Barbara J. Stang
(AUTHORIZED SIGNATURE)

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

144602

Branch CITIZENS No. 20

DATE 12-8-76

For The Account of
BIBER BROS INC.
1617 S. E. Milwaukie
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

Assignments to Oregon State Highway Attached

DEPOSITED BY I. Tyler

$215,000.00	TOD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491)
110,000.00	TOD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492)
100,000.00	TOD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580)
115,000.00	14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581)
100,000.00	14 271751 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653)
115,000.00	14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions. Subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

- ☐ New Cust
- ☐ New Sec.
- ☐ Addition

BAL. _____ TELLER _____

MAT. _____

INT. _____ CUSTOMER _____
(Unnecessary if Sig. Card on file)

No. 1,[illegible]271741

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 %	Jan. 7, 1977	Feb. 7, 1977	$ 100,000.00
(RATE)	ISSUE DATE	MATURITY DATE	

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK One hundred thousand and 00/100 DOLLARS

TO * * * * BABIER BROS INC. * * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) Portland, Oregon 97202 (CITY) (STATE) (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST
- ☐ Frequency of Payment
  - ☐ Quarterly
  - ☐ Semi-annual
  - ☐ Annual
  - ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  No. _____
  Br. _____
- ☐ Deposited to Savings
  No. _____
  Br. _____
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.
93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW.

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 Barbara J. Stutz (AUTHORIZED SIGNATURE)

11-2294 2/76

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

144602

Branch Citizens No. 20 DATE 11-8-76

For The Account of
BABIER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

Instrument re Oregon State Highway Attached DEPOSITED BY T. Taylor

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

U.S. Bank Savings Certificate

No. 14-00271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) | Jan. 7, 1977 ISSUE DATE | Feb. 7, 1977 MATURITY DATE | $ 115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK One hundred fifteen thousand and 00/100 DOLLARS

TO * * * * BABLER BROS INC. * * * * * * * * * *

(ADDRESS) 4617 S.E. Milwaukie (CITY) Portland, (STATE) Oregon (ZIP CODE) 97202

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking No. ____ Br. ____
- ☐ Deposited to Savings No. ____ Br. ____
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No
93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Craig (AUTHORIZED SIGNATURE)

11 2291 2/76

U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) | Jan. 7, 1977 (ISSUE DATE) | Feb. 7, 1977 (MATURITY DATE) | $ 115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK One hundred fifteen thousand dollars 00 cts. DOLLARS

TO * * * * *BABLER BROS INC. * * * * * * * * * *

(ADDRESS) 4617 S.E. Milwaukie (CITY) Portland, Oregon (STATE) 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br.
- ☐ Deposited to Savings
  - No.
  - Br.
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No.

93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

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This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Babler (AUTHORIZED SIGNATURE)

11 2294 2/76

STATE OF OREGON

INTER-OFFICE MEMO

TO: C.W. Head
R. Church
C. Barrett

DATE: November 10, 1976

FROM: Janice H. Peterson

SUBJECT: Babler Bros.
Contracts 8081, 8192, 8235

At the request of the contractor, a change has been made in the allocation of $30,000 of a certificate deposited in lieu of retainage transferred from contract 8081.

The contractor had requested that the entire $30,000 be transferred to contract 8192. I approved this allocation in my letter to Don Kluherz of U.S. National Bank on November 8, 1976. The contractor now requests that only $20,000 be transferred to 8192 and that $10,000 be transferred to contract 8235. We have changed our records to conform with the contractor's request.

RECEIVED
NOV 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8235

OREGON STATE HIGHWAY DIVISION

November 2, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros.
Contracts 8081 & 8235

We received your safekeeping receipt no. 144599 covering TCD 14 00271545, $55,000. This replaces matured TCD 14 271442, $55,000. There is no change in the amounts deposited in lieu of retainage on our contracts with Babler Bros.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Babler Bros.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

144599

Branch CITIZENS No. 20

DATE 10-27-76

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

For The Account of • BABLER BROS INC.
4617 S E Milwaukie
Portland, Oregon 97202

DEPOSITED BY L Taylor

Assignment to Oreg State Highway attached

$55,000.00	TCD 14 00271545 dated 10-27-76 due 11-26-76 @5%(ren 14 271442)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

18-868 7/72

8235

45

OREGON STATE HIGHWAY DIVISION

September 29, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros
Contracts: 8081, 8192, 8235, 8375

Please show transfer of $100,000.00 in certificates deposited in lieu of retainage with your bank as follows; on our Contracts with Babler Bros:

From Contract:	Amount	To Contract:	Amount
8081	$100,000	8192	$55,000
		8235	15,000
		8375	30,000

Thank you,

Vernon E. Skoog
Controller

by _____
Janice H Peterson
Contract Payments Executive

JP:mm

cc: Babler Bros.

bc: C. W. Head
R. Church
C. Barrett

8235

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon

August 25, 1976

FILE:

FROM: J. S. Sawyer
Resident Engineer

TO: MEMO TO THE FILES

SUBJECT: Supplement to Report of Motor Vehicle Accident Investigated by Employees
June 29, 1976
Rowena - The Dalles
Columbia River Highway
Cont. 8235, Prefix 633-1013

This will be a supplement to our report submitted for the June 29, 1976 accident which occurred at MP 80.2 on Highway I-80N, just West of The Dalles, involving Mr. Gregory C. David and Miss Sylvia Jo Ann Castorena. At the time the report was made, it was classed as a "non-fatal" accident. Mr. David was not seriously injured. Miss Castorena was in critical condition with head and body injuries. This accident must now be changed to a "fatal" accident as Miss Castorena died in The Dalles General Hospital on August 18, 1976, from injuries received in the accident. The Region Office in Bend was informed of her death Friday A.M., August 20, 1976.

The site of the accident, near Engineer's Station 2090, is at the end of a 4700 Lin. Ft. tangent section where the Westbound lanes begin a down grade and a 3°30' Curve. The roadway is 28 Ft. shoulder (paved) to median. The graveled shoulder slope is on 6:1 or flatter slope. Gravel extends to a vertical rock cut slope about 15 Ft. from the edge of paving at the point of impact. The rock bluff is about 25 Ft. from edge of paving where the vehicle rolled over and came to rest. The traffic lines or stripes were on the pavement. The pavement was dry. The accident occurred at 6:15 P.M.

Information obtained from the investigating State Police Officer indicates Mr. David and Miss Castorena had been in The Dalles visiting relatives and friends. Their home address is in Redlands, California. They had not been getting much sleep. They were Westbound on the way to Portland to visit other relatives. Mr. David was driving the 1975 Datsun pickup while Sylvia was sleeping. The pickup was equipped with seat belts, but apparently they were not in use.

It appears Mr. David fell asleep and left the road at the beginning of the curve. He woke up when the pickup got onto the gravel, but he could not control it. The pickup skidded 90 Ft., hit the rock wall, spun to the left, and went another 107 Ft., rolling over and throwing Mr. David and Miss Castorena out, head first.

This accident occurred on an active construction project, but no work was being performed in the area. No contractor or Oregon State Highway property was damaged.

The accident was witnessed by the following:

Dennis Allen Morgan	Rt. 6, Box 32, Hood River, Oregon
David John Dentler	Rt. 4, 917 22nd. St., Hood River, Oregon
Donald Franklin Sequi	Rt. 2, Box 88R, The Dalles, Oregon
Arthur Dennis Musy	Rt. 3, Twin Falls, Idaho

JSS:ELC:erc
cc: Asst. State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer
file

NOTED
R. L. SCHROEDER

RECEIVED
AUG 30 1976
Office of
Assistant State Highway Engineer

Form 81-737-1168

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8235

APPLYING TO CONTRACT PROJECTS

Order No. .....

Section Rowena - The Dalles Date May 10, 19 76

Highway Columbia River F.A.P. No. I-80N-3(70)75

County Wasco Prefix 633-1013 Account No. 269-06

Description of Work To Be Done: Install deck reinforcing grounding terminals in bridges Nos. 7550A, 7553A, 8276, and 8766, prior to placement of membrane waterproofing. Electrodes to be 3/16-inch bronze or brass rod of varying length installed in curb next to parapet. One installation per independent span.

Location by Station Numbers:

Bridge Numbers 7550A, 7553A, 8276, and 8766.

Estimate of Quantities and Costs:

Labor	$385.00
Equipment	75.00
Materials	50.00
Total	$510.00

Explanation:

This work is in too small a quantity to be contracted and is of a specialized nature. State Bridge Crew is equipped to handle this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,137,117.48
Present estimate of project cost, including $ 510.00 for work under this order	$ 2,137,117.48
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

Blue

SP*70602-734

8235

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-184		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Wasco
MODIFICATION NUMBER: 1	STATE COPY	Project Number: I-80N-3(70)75

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,086,465	$ 2,086,465
Federal funds	$ 1,925,389	$ 2,086,465
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 18, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 161,076."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. S. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cusick
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8235

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-146	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-18-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Wasco PROJECT NO. I-80N-3(70)75

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Rowena to The Dalles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-14-75	7.478
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,086,465	$ 1,925,389

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter
ASSISTANT STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for G. L. Green

Date executed by Division Engineer 6-18-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal-aid Project
No. I-80N-3(70)75

ROWENA-THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

Project agreement estimate.

Type Code 6201
Roadway Paving (Sta. 1904+00 to Sta. 2299+58)

Aggregate Shoulders	25,000 tons	3.10	$ 77,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	57,500 tons	5.50	362,450.00
Class "E" Asphalt Concrete Mixture	19,600 tons	6.50	127,400.00
Asphalt Cement in Mixture	5,100 tons	70.00	399,000.00
Portland Cement Additive in Class "E" Mixture	200 tons	60.00	12,000.00
Asphalt in Tack Coat	170 tons	100.00	17,000.00
Membrane Waterproofing, Bridge No. 7550A	715 sq.yds.	8.00	5,720.00
Membrane Waterproofing, Bridge No. 7553A	1,310 sq.yds.	8.00	10,480.00
Membrane Waterproofing, Bridge No. 8276	1,375 sq.yds.	8.00	11,000.00
Membrane Waterproofing, Bridge No. 8766	1,400 sq.yds.	8.00	11,200.00
			$1,033,750.00

Additional Items

Permanent Pavement Striping	All Required	$ 4,000.00
Stage Construction Striping	All Required	1,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 5,800.00
	Subtotal	$1,039,550.00
	Engineering	103,955.00
	Total	$1,143,505.00

Type Code 6201
Roadway Safety (Sta. 1904+00 to Sta. 2299+58)

Mobilization	All Required		$ 140,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Temporary Signs	1,220 sq.ft.	4.00	4,880.00
Temporary Barricades	40 only	100.00	4,000.00

Oversize Advance Warning Signs	2 only	3,500.00	7,000.00
Flagmen	2,000 hours	13.00	26,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		30,000.00
General Excavation	10,100 cu.yds.	4.00	40,400.00
Trench Excavation	220 cu.yds.	15.00	3,300.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	400 M-gals.	5.00	2,000.00
18-inch Culvert Pipe	82 lin.ft.	20.00	1,640.00
24-inch Culvert Pipe	9 lin.ft.	35.00	315.00
8-inch Sewer Pipe	166 lin.ft.	8.00	1,328.00
Concrete Inlets, Type G-1	5 only	400.00	2,000.00
Concrete Inlets, Type G-2MA	4 only	400.00	1,600.00
Concrete Inlets, Type M-E	7 only	500.00	3,500.00
8-inch Drain Pipe	1,650 lin.ft.	5.00	8,250.00
Special Filter Material in Drains	160 cu.yds.	15.00	2,400.00
Guard Rail, Type 2A	27,700 lin.ft.	4.70	130,190.00
Metal Median Barrier Connection	128 lin.ft.	14.25	1,824.00
Guard Rail Anchors, Type 1	8 only	200.00	1,600.00
Guard Rail Anchors, Type 2	19 only	247.00	4,963.00
Extra for Guard Rail Bridge Connections	1 only	288.00	288.00
Rail End Pieces, Type A	19 only	20.00	380.00
Rail End Pieces, Type C	8 only	112.00	896.00
Type 1 Fence	150 lin.ft.	3.70	555.00
Type 2 Fence	200 lin.ft.	4.00	800.00
Concrete Barrier	38,600 lin.ft.	9.09	350,874.00
Paved Culvert End Slopes	124 sq.ft.	10.00	1,240.00
Drainage Curbs	3,360 lin.ft.	1.25	4,200.00
Guide Posts	420 only	12.50	5,250.00
Adjusting Inlets	1 only	300.00	300.00
Adjusting Boxes	1 only	300.00	300.00
Roadside Seeding and Mulching	5 acres	415.00	2,075.00
Signing			
Removal of Existing Sign Installations	All Required		1,300.00
Painted Wood Sign Posts	All Required		1,645.00
Sign Support Footings	All Required		2,465.00
Breakaway Sign Posts	All Required		6,690.00
Exit Number Sign Supports	All Required		800.00
Type "A" Signs in Place	105 sq.ft.	15.00	1,575.00
Type "D" Signs in Place	76 sq.ft.	8.00	608.00
Move and Modify Existing Signs	All Required		900.00
Illumination			
Frangible Aluminum Transformer Bases	4 only	344.00	1,376.00
			$ 851,437.00

Additional Items		
Temporary Erosion Control	All Required	$ 5,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 5,800.00
	Subtotal	$ 857,237.00
	Engineering	85,723.00
	Total	$ 942,960.00

Length of Roadway - - - - - - - - - - 7.478 Miles
Cost of Roadway Per Mile (Paving) - $152,915.88
(Safety) - $126,097.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Paving)	$1,143,505.00	$1,055,226.00	$ 88,279.00
Roadway (Safety)	942,960.00	870,163.00	72,797.00
Total	$2,086,465.00	$1,925,389.00	$161,076.00

Group 1 - 100%

Contract No. 8235

Prefix No. 633-1013

ROWENA-THE DALLES SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 10,000.00

8235

15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 4, 1976

U.S. National Bank
P.O. Box 14729
Portland, Oregon 97214

Attn: Barbara Franz

Re: Babler Bros. Inc.
Contracts: 8081, 8192 & 8235

Babler Bros. has requested that we transfer partial credit for TCD 14-232665, currently deposited in lieu of retainage on contracts 8081 and 8235. The Highway Division approves the requested transfer in the following amounts:

From Contract:	To Contract:	Amount
8235	8192	$30,000
8081	8192	10,000
Total		$40,000

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Babler Bros. Inc.

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

8225

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 26, 1976

Mr. John Flynn
Concrete Products, Inc.
325 Goodell Lane
Ontario, OR 97914

Re: Materialman Status
The Dalles Barrier Fabrication Plant
Contracts 8192, 8226, 8235

Dear Mr. Flynn:

This letter is to confirm our telephone conversation of April 23, 1976. In that conversation I stated that I considered the material that you have submitted regarding sales, bids, permanent installation, etc., as being adequate documentation that your facility in The Dalles is a permanent material supply plant not covered by the subject contract wages. Although the sales to other than Oregon State Highway Division projects from The Dalles plant have thus far been quite small, your proven willingness to sell to others and your sworn intent to maintain the facility as a permanent plant selling to the public is sufficient proof that you qualify as a materialman.

The resident engineers for the subject projects will be submitting monthly estimates early in May in which the funds withheld from concrete barrier payments will be released. The amount withheld as of the April 1 estimates was $26,328. Due to the time required for handling and processing by the Highway Division and the contractors involved, you can probably expect to receive payment late in May or early June.

I am happy to see this matter resolved insofar as The Dalles plant is concerned and hope that you will be able to provide the same type of data in the near future for your facility near Roseburg.

bc: H. S. Coulter
Mary Deits
Jack Sollis
Marion Craft
Robert Sandmann
J. X. Wilson
James McNamee
Josh Sawyer
Reed Meritt

Very truly yours,

C. T. Keasey
Construction Engineer

By
Warren Richards
Labor Compliance Officer

WR:mk

Form 81-734-3123

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8235

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Rowena--The Dalles Date April 8, 19 76

Highway Columbia River F.A.P. No. I-80N-3(70)75

County Wasco Prefix 633-1013 Account No. 276-01

Description of Work To Be Done:

Replace mileposts. - Standard Reflex design.

APPROVED EFFECTIVE DATE 4-7-76
Contingent upon verification of project agreement if additional funds are required.
BY D. K. Hossner
D. K. Hossner
TITLE Dist. Engineer
DATE 4-29-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

16 at $22.88 = $366.08

Explanation: There are numerous pileposts missing and/or damaged on the project. Replacement of all mileposts will provide uniformity throughout the project. The small quantity does not lend itself to obtaining a reasonable price if contracted, also there is no source for posts locally that meet specifications. The State of Oregon Maintenance Department has on hand a large quantity of posts purchased from an eastern source that meet specifications.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization		$2,137,117.48
Present estimate of project cost, including $366.08 for work under this order		$2,137,117.48
Expected under-run / over-run (amount)		$ 0
Expected under-run / over-run (per cent)		0

Space to right of this line is for use of Salem Office

Submitted by: J. O. Sawyer, Resident Engineer

Approval Recommended: for Regional Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

Approved: Construction Engineer

8225

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 5, 1976

U. S. National Bank of Oregon
PO Box 14729
Portland, OR 97214

Attention: M. Gluth

Re: Babler Bros. Inc.
Contracts: 8081, 8235 & 8203

We received copies of renewed TCD's 14-00212563, $55,000 and 14-00212564, $75,000 and safekeeping receipt #14483 covering the two securities. These TCD's are deposited in lieu of retainage on Babler Bros. contracts as follows:

Contract	Amount
8081	$35,000
8203	75,000
8235	20,000

These receipts replace matured certificate # 14-197135, $130,000 (safekeeping receipt 144483). There is no change in amounts deposited in lieu of retainage on Babler Bros. contracts.

The State Treasurer will forward to us their copy of TCD 14-206933, $25,000. Please send all future safekeeping receipts and related correspondence to the Highway Division, Accounting Section, Rm. 435 Highway Building, Salem, Oregon 97310. The State Treasurer will no longer be involved in transactions involving securities in lieu of retainage.

V. E. Skoog
controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734 3122

UNITED STATES NATIONAL BANK OF OREGON

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE — PORTLAND

January 28, 1976

State of Oregon Trea sury Department
James A. Redden, State Treasurer
Salem, Oregon 97310

Dear Sir:

We are enclosing, herewith, copies of renewed instruments Nos. 14-00212563 in the amount of $55,000.00 and 14-00212564 in the amount of $75,000.00, in the name of Babler Bros Inc., which are assigned to you.

Copy of Safekeeping Receipt 144483 is also enclosed.

Yours very truly,

(Mrs.) M.Gluth
Collection Dept

14136 9903 = 100,000

14AAA83

5½ % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212564

MATURITY DATE April 27, 1976 DATE OF ISSUE January 28, 1976 $ 75,000.00 (FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY
The Sum Of UNITED STATES NATIONAL BANK 75000&00/100 DOLLARS
(FACE AMOUNT)

TO * * * * * * BABLER BROS INC. * * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Ave. Portland, Oregon 97202
ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT AS DEFINED ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND THE LAWS OF THE STATE OF OREGON.

PAYABLE AT Citizens 20 BR. NO. Brad Babler
(ISSUING BRANCH) AUTHORIZED SIGNATURE

T.I.N. 93-0374164

INTEREST OPTIONS:
- [X] AT MATURITY
- [ ] _____

INTEREST PAYMENTS:
- [ ] _____ CREDIT CHECKING ACCT. NO.
- [ ] _____ CREDIT SAVINGS ACCT. NO.
- [X] BY CHECK

11-1771 3-75

5 % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212563

MATURITY DATE Feb 27,1976 DATE OF ISSUE January 28, 1976 $ 55,000.00 (FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY
The Sum Of UNITED STATES NATIONAL BANK 55000&00/100 DOLLARS
(FACE AMOUNT)

TO * * * * * * BABLER BROS. INC. * * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Portland, Oregon 97202
ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT AS DEFINED ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND THE LAWS OF THE STATE OF OREGON.

PAYABLE AT Citizens 20 BR. NO. [illegible]
(ISSUING BRANCH) AUTHORIZED SIGNATURE

T.I.N. 93-0374164

INTEREST OPTIONS:
- [X] AT MATURITY
- [ ] _____

INTEREST PAYMENTS:
- [ ] _____ CREDIT CHECKING ACCT. NO.
- [ ] _____ CREDIT SAVINGS ACCT. NO.
- [X] BY CHECK

11-1771 3-75

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144483

Branch Citizens No. 20

DATE 10-30-75

For The Account of

Babler Bros. Inc
1617 S.E. Milwaukie
Portland, Oregon 97202

Oreg. State Highway Div.

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY B. Evans

$130,000.00	TCD 1h 197135 dated 10-30-75 due 1-28-76 @ 5.675% (ren 1h109750 & 1h 197033)
$55,000.00	TDC 14-00212563 dated 1-28-76 due 2-27-76 @ 5% (renewal of 14-00197135
$75,000.00	TCD 14-00212564 dated 1-28-76 due 4-27-76 @ 5½ (renewal of 14-00197135)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be delivered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
- ☐ New Cust
- ☐ New Sec.
- ☐ Addition

BAL. _____
MAT. _____
INT. _____

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

14-268 7/73

Branch Record Copy

8235

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

January 12, 1976

U. S. National Bank of Oregon
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Barbara J. Franz

We received your safekeeping receipt # 144457 for Time Deposit #4 206890, $250,000. This replaces TCD 4 206815, $250,000, due January 5, 1976. There is no change on the amount deposited in lieu of retainage on Babler Bros. contracts.

A copy of the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Babler Bros. Inc.

bc: C. W. Head
C. Barrett
R. Church
J. Bond

NOTED
C. W. HEAD

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

JAN. 8, 1976

Oregon State Highway Div.
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We are enclosing herewith Photocopy of our safekeeping receipt and Time Deposit instrument #14 206890 for $250,000.00 dated Jan. 5, 1976 and due Apr. 5, 1976 in the name of Babler Bros. Inc. which is assigned to you.

This is a renewal of #14 206815 which matured Jan. 5, 1976.

Yours very truly,

Collection Dept.

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE PORTLAND

5.625 % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 206890

MATURITY DATE Apr. 5, 1976 DATE OF ISSUE Jan 5, 1976 $ 250,000.00 (FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY The Sum Of Two Hundred Fifty Thousand Only (FACE AMOUNT) DOLLARS

TO * * * *BABLER BROS. INC. * * * * * * * * * * * * *

4617 S.E. Milwaukie ADDRESS Portland, CITY Oregon STATE 97202 ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT ISSUED SOLELY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND/OR FEDERAL DEPOSIT INSURANCE CORPORATION. THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM AND/OR FEDERAL DEPOSIT INSURANCE CORPORATION.

PAYABLE AT Citizens (ISSUING BRANCH) 20 BR. NO. [illegible] AUTHORIZED SIGNATURE

T.I.N. 93-0376164

INTEREST OPTIONS:

☒ AT MATURITY

☐ _____

INTEREST PAYMENTS:

☐ _____ CREDIT CHECKING ACCT. NO.

☐ _____ CREDIT SAVINGS ACCT. NO. BY CHECK

11-1221 3/75

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch Citizens No. 20

51

144457

DATE 8-6-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

B.Bros

For The Account of

Babler Bros. Inc
4617 S.E. Milwaukie
Portland, Oregon 97202
Assign & to Over[illegible]

DEPOSITED BY

$250,000.00	TCD 14 189768 dated 8-6-75 due 11-4-75 @ 6.75%
$250,000.00	TCD 14 197115 dated 11-4-75 due 12-4-75 @ 5.50% (ren of 14 189768)
$250,000.00	TCD 14 206815 dated 12-4-75 due 1-5-76 @ [illegible] (ren of 14 197115)
$250,000.00	TCD 14 206890 dated 1-5-76 due 4-5-76 @ 5.625% (ren of 14 206815)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instruction, subject to the conditions printed on the back hereof which, by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL. _____

☐ New Sec. MAT. _____

☐ Addition INT. _____

TELLER _____

CUSTOMER (Unnecessary if Sig. Card on file) _____

Branch Record Copy

18-268 7/72

8235

5003

FILED
JAN 13 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 13 9 10 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 9, 1976

Protecto Wrap Company
2255 South Delaware Street
Denver, Colorado 80223

Attention: Robert M. Sandvick
Manager of Construction Products

NOTED ON CARD
1-15-76

Gentlemen:

This is in response to your letter of January 5, 1976, advising us that Sealant Systems, Inc. (subcontractor) owes you for bridge waterproofing materials in the amount of $22,194.50.

From the description given in your letter, this appears to be in connection with the following Babler Bros., Inc. contracts: (1) Contract No. 8192, Mitchell Point-East Hood River Interchange Section of the Columbia River Highway in Hood River County; (2) Contract No. 8235, Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company furnished the performance bonds on both contracts. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 13 1976
SECRETARY of STATE
DIVISION of AUDITS

CWH:rw

cc: Babler Bros., Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

The Travelers Indemnity Company
Surety Dept.
707 SW Washington St.
Portland, OR 97205

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
JAN 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ED
EAD

Protecto Wrap Company
2255 SOUTH DELAWARE STREET
DENVER, COLORADO 80223
777-3001

January 5, 1976

Mr. Head
Manager of Commission Services
Room 121
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

We find it necessary at this time to request a lien be filed against Babler Bros., P. O. Box 02008, Portland, Oregon, for Oregon Highway Projects #8192 and #8235.

Our firm has furnished bridge waterproofing materials to Sealant Systems, Inc., who worked as subcontractors on the aforementioned projects. Invoices for the materials supplied total $22, 194.50 (copies are attached),

Please contact me if any additional information is necessary regarding this matter.

Sincerely,

ROBERT M. SANDVICK
Manager of Construction Products

RMS/nm

State of Colorado - City and County of Denver
Subscribed and sworn to before me this 5th day of January 1975.
Witness my hand and seal.
My commission expires June 19, 1979.

Notary

cc: Babler Bros.
Sealant Systems

RECEIVED
JAN 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8935

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank
Citizen's Branch
PO Box 14729
Portland, OR 97214

Attention: Barbara Franz

We received a xerox copy of TCD # 4 197135, $130,000, from the State Treasurer. Apparently, this TCD replaced matured TCD's # 14 189760, $100,000, and # 14 197038, $30,000. We enclose safekeeping receipts 144302 and 144258 for the matured certificates.

However, as TCD # 1 197135 is an entirely different instrument from the two matured certificates, please send to us a safekeeping receipt for the account of "Oregon State Highway Division" for the certificate. At present, nothing on the copy of the certificate indicates a Highway Division interest in the certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: Babler Bros.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

m 81-7243122

1235

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 17, 1975

State Treasurer
100 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Please cancel safekeeping receipt 1458, $25,000 and safekeeping receipt 1508, $30,000. At the request of the contractor, Babler Bros. Inc. the amounts are to be transferred from contract 8047 to contract 8081 ($35,000) and 8235 ($20,000) as securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros. Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

P. O. Box 420
The Dalles, Oregon 97058

Routing
1 Keasey — RECEIVED — Richards
2 Bond — Glenn
3 Jackmond — OCT 1 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

September 30, 1975

NOTED
H. S. COULTER

Babler Bros., Inc.
P. O. Box 02008
Portland, Oregon 97202

RE: Hunting Season Road Closure
Rowena--The Dalles
Columbia River Highway
Contract No. 8235

Gentlemen:

This is to inform you that you will be restricted from working on the east bound side of the roadway including the shoulder, or otherwise interfering with the east bound flow of traffic from midnight, Thursday, October 2, 1975 until midnight, Sunday, October 5, 1975 to accomodate for the hunting season traffic.

This does not prevent you from performing work in the west bound lanes until the normal 2:30 P. M. quitting time Friday, October 3, 1975.

Very truly yours,

J. S. Lawyer
Resident Engineer

JSS:su

cc: Carl M. Williams
Construction
Harvey Cooper
File

RECEIVED
OCT 2 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123

8235

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 17, 1975

Salem, OR 97310

FILE: ~~ROW 18-2~~

NOTED
E. S. HUNTER

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Files

SUBJECT: Encroachment on Union Pacific Railroad Property
E. Hood River Intchge.-Rowena Sec.
Rowena-The Dalles Section
Columbia River Highway
Hood River & Wasco Counties

During the afternoon of June 16, I received a telephone call from Bob Orr, Public Projects Engineer, Union Pacific Railroad. He had just returned from a meeting with Mr. J. S. Sawyer, Resident Engineer of The Dalles, during which they reviewed the E. Hood River Intchge.-Rowena Section and the Rowena-The Dalles Section of the Columbia River Highway in Hood River and Wasco Counties. Bob informed me that there are areas of these two sections where it will be necessary for the contractor to enter on Union Pacific right of way for the prupose of positioning wagon drills for the necessary drilling prepatory to setting charges for necessary rock excavation and to construct the necessary fills. He was informed that all the drilling will be done by line drilling techniques to limit the extent of the blasting but due to the proximity of the Union Pacific Railroad with the blasting operation he feels it necessary to provide railroad protection during the drilling and blasting operations.

Mr. Orr estimates that it will take two months of Engineer/Inspector time on each of the projects to adequately provide railroad protection. The estimated cost of this railroad protection would be $5,000 for each of the two projects. In addition, the Union Pacific Railroad will require the issuance of a Railroad Protective Policy made out in their favor in accordance with the standard procedures for railroad insurance.

Union Pacific will grant to the State a temporary easement to allow our contractor to encroach on UP property. This temporary easement will be contained in a Construction-Maintenance Agreement which is being prepared by Union Pacific and will be soon forwarded to the Oregon Highway Division for execution.

From the information provided to me by Mr. Orr, it is my opinion that our contractor on each of these two projects has no alternative but to enter on Union Pacific right of way to accomplish the necessary work. This being the case, it would seem to me that the Highway Division would be responsible for the cost incurred by the contractor and providing the necessary Railroad Protective Insurance and we would be responsible for reimbursing the Union Pacific Railroad for their railroad protective charges. As I stated, this opinion is based solely on the information provided to me by Mr. Orr, this was his evaluation after reviewing the subject projects in the field.

JEC:jk

cc: H. S. Coulter
~~E. S. Hunter~~
R. L. Schroeder
C. T. Keasey
J. L. Sollis
J. B. Boyd
C. M. Williams
J. S. Sawyer

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8933 5-14-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-3(70)75

STATE PROJECT NO.: Rowena-The Dalles

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-823

COUNTY NAME: Wasco

PROGRAM STAGE (Check): [ ] 1. [xx] 2.

TO: Mr. F. B. Klaboe, Administrator and State Highway Engineer, State of Oregon, Salem, Oregon

RECEIVED STATE HWY ENGR MAY 16 '75

REFER TO Hunter FOR

Info | Inves | R/D | D/R | Sign | Act | File

NOTED E. S. HUNTER

DATE PS&E APPROVED: May 14, 1975

DATE AUTHORIZATION EFFECTIVE: May 14, 1975

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: Columbia River Highway 2

GENERAL LOCATION: I-80N - Rowena-The Dalles

GENERAL DESCRIPTION OF WORK: Grade, drain, high type pavement, sign, and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [x] OTHER (Specify)

Permanent Pavement Striping	$4,000
Stage Construction Striping	1,000
On the Job Training	1,600
Temporary Erosion Control	5,000

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's May 12, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith. 5-16-75 ORIGINAL TO L.W. Rulien w/att.

RECEIVED MAY 16 1975 OFFICE OF ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burglund	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8235

80N

Salem, Oregon
May 8, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

Carl M. Williams
Region IV Engineer

Rowena-The Dalles Section
Columbia River Highway
Wasco County

Attention: J. S. Sawyer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

In reference to J. S. Sawyer's letter dated May 2, 1975 on the subject project, the revisions or additions have been added or deleted from the plans except the items on Sheet 5 (Notes 4A & 4B) in reference to the treatment on the leading end of a run of guard rail. These will have to be taken care of during construction since the plans and specifications are processed for contract on the June 5th letting.

WEC:we
cc: C. T. Keasey
W. E. Cole

FORM E-30

FILE: LOC 17
#633-1906

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon

DATE May 2, 1975

TO Mr. Bill Cole
Design Team Supervisor

FROM J. S. Sawyer
Resident Engineer

SUBJECT Preliminary Plans
Rowena - The Dalles Section
Columbia River Highway
Prefix No. 633-1906

This is to confirm information given to you by telephone on this date concerning review of the subject project preliminary plans. Although minor in nature, the following items might be changed or corrected up on the final plans.

On sheet 5, Items No. 4A & 4B should be changed to:
"4A Existing Type 2 Anchor
"4B 25' Existing Type 2-A Guardrail To remain in place"

Also on the plan at location of work under notes 4A & 4B (Sta. 2052+25) it should be noted the end of the guardrail run is "Buried in Cut Bank".

On Sheet 8: The following should be added to the plan drawing:
Note "13" at Sta. 2175
Notes "22A" & "22B" at Sta. 2207+10

On Sheet 9: Add the following:
Note "23" at Sta. 2212+70

See attached xerox sheets for changes.

JSS:ELC:crc

Encls.

cc w/encls.: C. M. Williams

REFERRED TO

Board — Reed
EC Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY - 6 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Do not file
Other

Attachments retained in Design Unit
4-8-C

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 7, 1975

A. PROJECT IDENTIFICATION

Name of Project Rowena-The Dalles (Section) I-80N-3(70)75

Location of Project Columbia River (Highway Name) I-80N (Highway No., US - ORE)

--- (City) Wasco (County) IV (Region)

Program Federal aid (Funding) $3.1 million (field estimate) (Estimated Cost) 633-1906 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project is one section of a larger safety and overlay survey: Mosier-The Dalles. In includes overlay and updating guardrail and mediam barrier to meet current standards.

Origin and History: The project will be constructed as funds become available.

C. DESCRIPTION OF PROJECT

Length 5.2 miles in Location Survey Chart (April 1, 1975), 7.3 miles in field report.

Termini north and west terminus - Station 1904+00; south and east terminus - Station 2299+58

Alignment ☐ New ☒ XX Existing ☐ Combined

3
NON. MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None.

Typical Section Four 12-foot travel lanes, 10-foot paved shoulders and a 16-foot median.

Structures Overlay includes five structures.

Characteristics (ADT) Varies between 8,000 and 7,100, the lower levels occurring to the east.

Other General Information (or Supplemental information to items) Surfacing materials (45,000 cubic yards) will come from a commercial source to be selected by the contractor. Flattening slopes will be a minor part of the job requiring 10,000 cubic yards.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No practical alternatives to build and no-build are known for this safety and overlay project.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type _____ Tentative Date(s) _____

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The Interstate Highway skirts the southern edge of the Columbia River throughout this project, which is actually behind the Bonneville dam. Average rainfall is 20 inches, with lighter amounts occuring to the east. The January mean minimum temperature is approximately 25 degrees and the July mean maximum is around 81 degrees. Wildlife includes deer, pheasant, Hangarion partridge, coyote, and many rodecent. The land to the south rises in a series of steep scarps cut from layers of Columbia River basalts.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project section is a trassitional area between the Columbia Gorge and the drylands of the high desert-estensine farming country to the east. With the exception of the communities of Rowena and The Dalles, there is no industry in the project area except at The Dalles, air quality is high, noise levels do not disturb people, and esthetic values are very high. Utilities will not be affected by the project.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Congestion during construction.

   Consequences:

   Temporary and insignificant.

3. Estimated Changes in Land Use:

   None.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 7, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-3(-)76
Rowena-The Dalles Section
Salvage Value of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's May 1 letter we concur that it is in the public interest to salvage guardrail from the subject section and that $0.05 per pound is a satisfactory allowance to credit the Federal-aid project for that rail and hardware removed and not reinstalled.

NOTED
E. S. HUNTER

G. L. Green

cc:
OSHD (Terpin)

NOTED
E. JOHNSON

RECEIVED
MAY 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 9 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Q

Transaction number 5-47

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-6-75

BY (Signature): L.W.Rulien's April 30, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 823 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
823	I-80N-3(70)75	7.47	2,500,000	2,307,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Rowena-The Dalles Section Wasco County, State of Oregon.	Grade, drain, high type pavement, sign and illumination

5-6-75

REMARKS (Division)

5-8-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 8'75
REFER TO
Hunter
FOR
Info | Invest | R/D | O/R | Sign | Ad | Ltr

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-6-75	G. L. Green, Division Engineer

8805

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 8-71)

GPO 915-690

FORM E-20

80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon

FILE: LOC 17
#633-1906

DATE May 2, 1975

TO Mr. Bill Cole
Design Team Supervisor

FROM J. S. Sawyer
Resident Engineer

SUBJECT Preliminary Plans
Rowena - The Dalles Section
Columbia River Highway
Prefix No. 633-1906

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Notes "22A" & "22B" at Sta. 2207+10

On Sheet 9: Add the following:
Note "23" at Sta. 2212+70

See attached xerox sheets for changes.

JSS:ELC:erc

Encls.

cc w/encls.: C. M. Williams

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY - 6 1975
ROAD DESIGN SECTION

Attachments retained in Design Room
ELC

8215

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn K. Hossner

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Re: Rowena-The Dalles
Columbia River Highway
Wasco County

Dear Mr. Hossner:

There will be an excess of 20,224 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in The Dalles maintenance yard at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members being placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at The Dalles maintenance yard as directed.

NOTED
E. S. HUNTER

Wood posts not reinstalled on the project shall become the property of the contractor at the point of removal.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.175 per pound.

2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

Initially the project will be credited for 160,358 pounds at $0.05 = $8,018. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E Terpin

Frank E. Terpin
Final Design Engineer

WEC:we

bc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
C. M. Williams
W. E. Cole

-8233

R

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXX

April 30, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-3(70)75

We are submitting program data for one Interstate project, Item No. 823, Project No. I-80N-3(70)75, "Rowena-The Dalles Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on June 5, 1975.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes, ramps and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's "Yellow Book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

DRH:bb

Enc.

Budget Bureau No. 41-R2067; Approva

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 4-30-75

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
	1 (19)-(20)	I-80N, Rowena to The Dalles 21-65	ADT	8,600	15,500 (66)	95 (70)(71)(72)	10	Oregon	4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
	Gr., Dr., H.T. Pave., Sign., Illum. 26-62	(63)-(68)	(69)-(70)	(69)	(70)	(71)	(72)-(73)	(74)-(75)	I- 14-23	80-3 7	(7

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Interstate	Wasco	065 (12)-(14)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)(37)	U.S. I-80N (41)
	The Dalles				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	1	(14-15)	(16)	41	42	43-46	53		(54)-(58)	(59)-(66)	(67)-(76)			
	5					PE		I-80N, Rowena to The Dalles					Gr., over w/1 8.4' Safe road fill rail mino othe RR R as
	5					ROW							
	5					CONST (CODE) (Safety) 6201		"Rowena-The Dalles Section"	7.47	2,500,000	2,307,000	193,000	ROW Acc Par com
								PROJECT TOTALS	7.47	2,500,000	2,307,000	193,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(10) (23)(24) (33)

REMARKS

Additional Data: Item Nos. B-51, I-
I-502B. Project Nos. I-80N-3(23), (
(55), respectively.

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-30-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Rowena to The Dalles	ADT	8,600	15,500	95	10	Oregon	41	042	823

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave., Sign., Illum.								I-	80-3	(70)	75	N

FUNDS: Interstate

AREA: The Dalles

COUNTY NAME: Wasco — CODE: 065

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 2 — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Rowena to The Dalles						Gr., cr., & H.T. pave. overlay 4-12' lanes w/10' R shldrs., and 8.4' min. median. Safety revisions of roadway slopes, signs, illumination, guard-rail, median barrier, minor drainage strs. & other appurtenances. RR Protective service as required. ROW - 200' min.; Access control-full; Parking restrictions-complete.
ROW								
CONST (CODE) (Safety) 6201		"Rowena-The Dalles Section"	7.47	2,500,000	2,307,000	193,000		
PROJECT TOTALS			7.47	2,500,000	2,307,000	193,000		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. B-51, I-13, I-40B, I-40D, I-502B. Project Nos. I-80N-3(23), (2), (7), (11), (55), respectively.

-OVER-

USCOMM-DUSCOMM-DC 48908-P61

ROWENA-THE DALLES SECTION
PROJECT NO. I-80N-3(70)75

Project Data: The work consists of (1) grade, drain, overlay and seal coat with A.C. pavement the existing facility consisting of four 12-ft. lanes with 10-ft. right shoulders and 8.4-ft. minimum median (seal coat only on easterly 0.86 mile); (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, illumination, guardrail, median barrier, minor drainage structures and other appurtenances. R.R. protective service as required.

IM 50-1-70 Requirements:

(a) State Clearinghouse -- Exempt from A-95 review under working agreement dated April 28, 1970.

(b) Dist. 9 Clearinghouse -- Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under provisions of par. 6c.

(b) Location/Design -- Not a factor in the development of this project.

NOTE:

(1) On-the job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Pr
under the provisions of FHPM 6-8-2.1 as the work,
than the overlay, is for the correction of featur
identified as hazardous in the AASHTO report, "Hi
Design and Operation Practices Related to Safety"

(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201)	$1,65
Safety Revisions (Y Codes 002, 007, 101, 106)	85
Total Est. Cost.	$2,50

ROWENA-THE DALLES SECTION
PROJECT NO. I-80N-3(70)75

e work consists of (1) grade, drain, overlay and seal vement the existing facility consisting of four 12-ft. right shoulders and 8.4-ft. minimum median (seal coat 0.86 mile); (2) safety revisions to bring to present rds the roadway slopes, signs, illumination, guardrail, inor drainage structures and other appurtenances. R.R. e as required.

rements:

learinghouse -- Exempt from A-95 review under working nt dated April 28, 1970.

Clearinghouse -- Waiver of A-95 review being requested he program cover letter based on the fact that the proj- solely stage construction of the pavement structure and improvement.

rements: Nonmajor action project environmental assess- nder separate action.

rements:

Hearings -- Not required under provisions of par. 6c.

on/Design -- Not a factor in the development of this t.

jcb trainees, as set forth in FHWA order interim , on this project will be determined at PS & E and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operation Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201)	$1,650,000
Safety Revisions (Y Codes 002, 007, 101, 106)	850,000
Total Est. Cost.	$2,500,000

8235

80N

Salem, Oregon
April 4, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

Carl M. Williams
Region 4 Engineer

Cross Sections
Rowena-The Dalles Section
Columbia River Highway
Wasco County

The above named safety project is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project we would appreciate cross sections at the locations indicated. The existing station is shown first in parentheses and the new location is shown next.

(1930+50 Lt.)	1930+35 Lt.	Scenic Loop, Mayer Park Next Right
(2079+75 Rt.)	2079+90 Rt.	The Dalles, Next 4 Exits
(2129+75 Rt.)	2129+90 Rt.	Chenoweth Area, Exit 1 Mile
(2208+00 Rt.)	2208+15 Rt.	West The Dalles, Exit 1 Mile
(2250+80 Rt.)	2250+95 Rt.	Entering The Dalles
(2251+00 Lt.)	2250+85 Lt.	Leaving The Dalles
(2254+50 Rt.)	2254+65 Rt.	West The Dalles with arrow
(2275+00 Rt.)	2275+15 Rt.	City Center, The Dalles Exit 1/4 Mile
(2283+00 Rt.)	2283+15 Rt.	City Center, The Dalles with arrow

We would appreciate these cross sections be taken from the fog line out to 60 feet where there is no guard rail and out to 30 feet where there is guard rail.

Due to the close proximity of the bid opening date we would appreciate receiving these cross sections at your earliest possible convenience.

WGB:jh
cc: C. T. Keasey
J. S. Sawyer
W. G. Beard

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 4 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

mai 12-11
Col. R(4)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: April 1, 1975

In reply refer to: 1041DB.4

SUBJECT: Rowena-The Dalles Section I-80N-3(-)
Overlay Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Wolfe's March 19 request for an overlay on the above section and approve your recommendation of a two-inch asphaltic concrete overlay with leveling from approximately Station 1886+00± to 2254+00± plus an appropriate open-graded plant mix seal friction course from approximately Station 1886+00± to 2299+07±. This approval does not include provision for resurfacing to the Portland cement concrete section through the Dalles.

G. K. Hansen
for G. L. Green

NOTED
L. JOHNSON

NOTED
E. S. HUNTER
cc Reuben Wolfe
Verified
4-3-75

STATE HIGHWAY ENG.
APR 2'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A-I | File

RECEIVED
APR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 19, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Rowena-The Dalles
Columbia River Highway (FAR 1)
Wasco County

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures--underdesign, deflection, condition survey, and the "Williams Method"--were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the two-inch asphaltic concrete overlay with leveling from Station 1886+00± to Station 2554+00±, plus a one-inch open graded plant mix seal from Station 1886+00± to Station 2209+07.

Very truly yours,

Victor D. Wolfe
Location Engineer

VDW:CJG:af

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Rowena-The Dalles
Highway: Columbia River (FAR 1)
County: Wasco
Prefix: 633-1906

Res. Engr.
Approx. Length 7.0± miles
Sta. 1886+00± to Sta. 2254+00±
Date March 17, 1975

Mean Truck A.D.T. 1244
Traffic Coefficient 9.2 (1975-1979)
18 kip s. a. per day 629.3
(1)

Annual Precipitation 15"±
Frost Penetration 16"±
CBE Total Requirement 27.0"

Typical Soil

21 LL
0 PI
97 %P 10
52 %P 200
3 % Gravel
11 % C Sand
34 % F Sand
37 % Silt
15 % Clay
17 R Value
A-4 AASHO Classif.

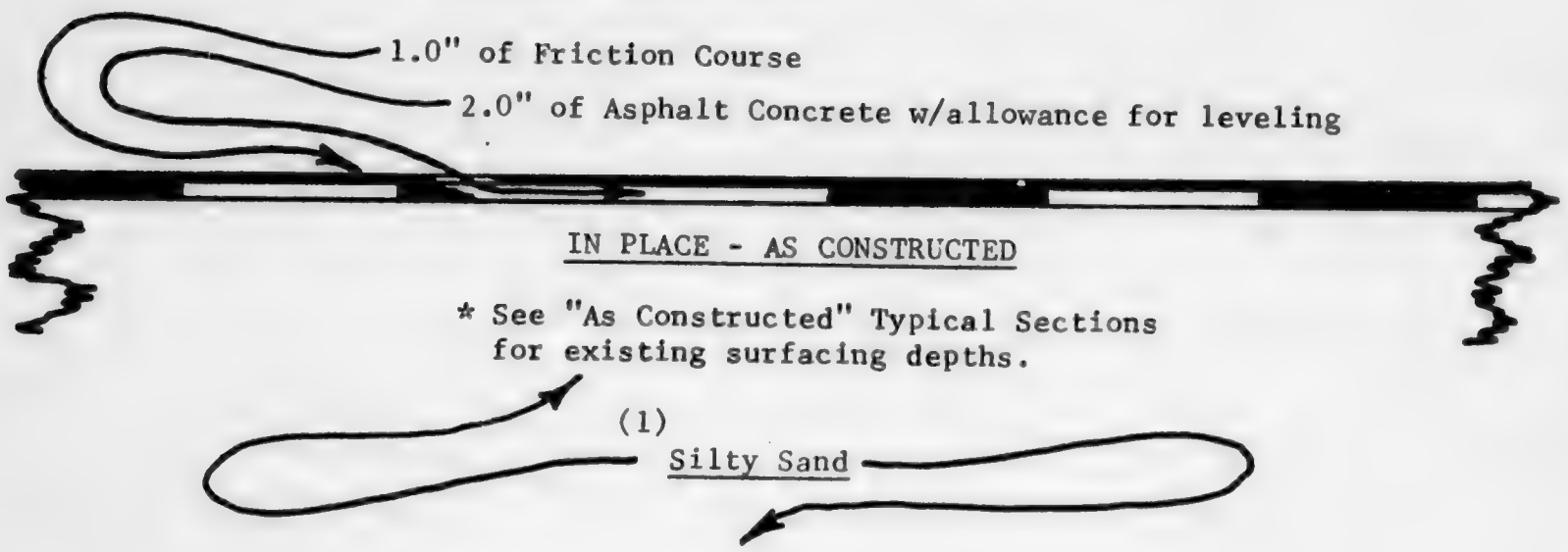
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
	OVERLAY	
	1.0"	F.C.
	2.0"	A.C.
	* IN PLACE "As Constructed"	

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)



IN PLACE - AS CONSTRUCTED

* See "As Constructed" Typical Sections for existing surfacing depths.

Submitted by E. J. Gregg
Base Design Engineer

Recommended by John C. Williams
Engineer of Materials and Research

Recommended by W. B. Wolfe
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

SECTION: Rowena-The Dalles

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

"OTHER ROADS"

Traffic Coefficient	FC	*A.C. Wearing Surface*	*A.C. Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	11.0"	---	27.0"	14.0"
8.0 - 9.0		2.0"	8.0"	5.0"	25.0"	15.0"
7.0 - 8.0		2.0"	7.0"	4.0"	22.0"	13.0"
6.0 - 7.0		2.0"	2.0"	11.0"	19.0"	15.0"
4.8 - 6.0		2.0"	---	12.0"	16.0"	14.0"
Cars Only		2.0"	---	8.0"	12.0"	10.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1975

To: Victor D. Wolfe
Location Engineer

SUBJECT: Overlay Design Recommendations
Rowena-The Dalles
Columbia River Highway (FAR 1)
Wasco County

Following is a report on the evaluation of the pavement structural sections from Station 1886+00± to Station 2254+00± of the subject project. Grading and paving were completed under at least four separate contracts.

The existing pavement structural sections for the original projects were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract #5461 (1959)

Asphaltic Concrete	CBE = 1.9"
Aggregate Base	CBE = 1.0"

Contract #3856 (1954)

Asphaltic Concrete	CBE = 1.9"
Aggregate Base	CBE = 1.0"

Contract #4842 (1957)

Asphaltic Concrete	CBE = 2.0"
Aggregate Base	CBE = 1.0"

Underdesign Method

The results indicated below are the differences in crushed base equivalent credit allowed in the original surfacing designs and the present (1975) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections, A-1 through A-1-c; Laboratory reports and letters, A-2 through A-2-m; and Traffic Analysis sheets, A-3 through A-3-c.

The sections shown below had Selected Subgrade Material, or material with R values higher than the minimum requirement, as part of the structural section. No record of the test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that the material was obtained from existing roadway cuts. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil. The sections utilizing the existing shoulders have been considered equivalent in strength to the new work.

EB Station 1886+00± to Station 2058+00±
EB Station 2082+00± to Station 2183+00±
WB Station 2040+00± to Station 2090+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1959-1979)
CBE Requirement	25.5"
Constructed CBE	19.5"
Total underdesign	6.0"
Asphaltic Concrete Overlay Required	3.0"

WB Station 1886+00± to Station 2040+00±
WB Station 2178+00± to Station 2183+00±
EB Station 2058+00± to Station 2082+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1959-1979)
CBE Requirement	25.5"
Constructed CBE	22.5"
Total underdesign	3.0"
Asphaltic Concrete Overlay Required	1.5"

WB Station 2090+00± to Station 2178+00±

	Minimum for Traffic Classification
Design R Value	
Traffic Coefficient	10.9 (1959-1979)
CBE Requirement	25.5"
Constructed CBE	18.5"
Total underdesign	7.0"
Asphaltic Concrete Overlay Required	3.5"

WB Station 2183+00± to Station 2254+00±
EB Station 2183+00± to Station 2254+00±

	Minimum for Traffic Classification
Design R Value	
Traffic Coefficient	10.7 (1956-1976)
CBE Requirement	25.0"
Constructed CBE	19.0"
Total underdesign	6.0"
Asphaltic Concrete Overlay Required	3.0"

Deflection Method

The overlay depths required by deflection measurements taken in 1974 are shown below. Summaries of the tests are attached, A-4 through A-4-d.

Station 1886+00± to Station 2183+00±

Average Deflection	
Evaluated (80%) O.W.T.	= 0.014
1975-1979 Traffic Coefficient	= 0.017
Five Year E.W.L.	= 9.2
(Remainder of design period)	= 14,109,700
Tolerable Deflection	= 0.011
Percent Reduction Required	= 35.3
Crushed Base Equivalent Required	= 3.5"
Asphaltic Concrete Overlay Required	= 1.75" or 2.0"

Station 2183+00± to Station 2254+00±

Average Deflection	
Evaluated (80%) O.W.T. & I.W.T.	= 0.017
1975-1976 Traffic Coefficient	= 0.020
Two Year E.W.L.	= 8.1
(Remainder of design period)	= 4,904,860
Tolerable Deflection	= 0.014
Percent Reduction Required	= 30.0
Crushed Base Equivalent Required	= 2.5"
Asphaltic Concrete Overlay Required	= 1.25" or 1.5"

Condition Survey Method

Three test holes were drilled in the subject section in 1966. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. Summaries of the test holes and laboratory results are shown as A-5 and A-5-a.

Station 1886+00± to Station 2183+00±

R Value	Minimum for Traffic Classification
Traffic Coefficient	= 9.2 (1975-1979)
CBE Required Thickness	= 21.5"
A.C. (Average)	= 7.0" x 1.5" = 10.5"
Base (Average)	= 10.5" x 0.8" = 8.5"
CBE Deficiency	= 2.5"
A.C. Deficiency	= 1.25" or 1.5"

Station 2183+00± to Station 2254+00±

R Value	Minimum for Traffic Classification
Traffic Coefficient	= 8.1 (1975-1976)
CBE Required Thickness	= 19.0"
A.C. (Average)	= 4.0" x 1.5" = 6.0"
Base (Average)	= 10.0" x 0.8" = 8.0"
CBE Deficiency	= 5.0"
A.C. Deficiency	= 2.5"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-6 through A-6-e.

Station 1886+00± to Station 2183+00±

Data:

1959 - Authorization Date
1959 to 1979 - 20 Year Design Period
1960 - Year opened to traffic
1961 - Year pavement reached P_t = 2.5 (From letter dated March 7, 1975, from R. J. Van Cleave, Region 4 Geologist, to C. J. Gregg, Base Design Engineer.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1959 traffic data and 18 kip Traffic Analysis Sheets.

1960 - 1961 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 404.4
Total 18 kip Loads (1960-1961) = 147,599

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.00

1960 - 1979 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 642.2
Total 18 kip Loads (1960-1979) = 4,453,947

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.40

SN Required	=	3.40
SN Supplied (Opening to 1961)	=	2.00
SN To be added	=	1.40

CBE Required = 1.40/0.14 = 10.0"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (10.0") = 5.0"

Station 2183+00± to Station 2254+00±

Data:

1956 - Authorization Date
1956 to 1976 - 20 Year Design Period
1957 - Year opened to traffic
1961 - Year pavement reached P_t = 2.5 (From letter dated March 7, 1975, from R. J. Van Cleave, Region 4 Geologist, to C. J. Gregg, Base Design Engineer.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet.)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1956 traffic data and 18 kip Traffic Analysis Sheets.

1957 - 1961 (Year of opening to year pavement reached P_t = 2.5)
Average Daily 18 kip Loads = 404.3
Total 18 kip Loads (1957-1961) = 590,260

From AASHO Chart 400-2, P_t = 2.5
SN Supplied = 2.60

1957 - 1976 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 556.0
Total 18 kip Loads (1957-1976) = 3,856,173

From AASHO Chart 400-1, P_t = 2.0
SN Required = 3.30

SN Required	= 3.30
SN Supplied (Opening to 1961)	= 2.60
SN To be added	= 0.70

CBE Required = 0.70/0.14 = 5.00"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (5.00") = 2.5"

Recommendations

Our recommendation is to place two inches of asphaltic concrete plus a nominal level course and a one-inch friction course.

In addition, we request that consideration be given to placing the friction course from Station 2254± to Station 2299+07, the west end of the bridge. The asphaltic concrete wearing surface of these forty-five stations was placed under Contract 6829, in 1967, The Dalles-Fifteenmile Creek Section. From the east end of the above-mentioned bridge, the remaining two hundred stations were reinforced portland cement concrete.

Our reason for this request is for continuity of pavement type and to improve the anti-skid characteristics of the existing asphalt surfacing.

C. J. Gregg
Base Design Engineer

CJG:af

Rowena-The Dalles
Columbia River Highway (FAR 1)
Wasco County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, A-1-b, and A-1-c
Laboratory Letters	A-2, A-2-a, and A-2-b
Laboratory Reports (Core Tests)	A-2-c, A-2-d, A-2-e A-2-f, and A-2-g
Laboratory Reports (Aggregate)	A-2-h, A-2-i, and A-2-j
Laboratory Reports (Mix Designs)	A-2-k, A-2-l, and A-2-m
Traffic Analysis	A-3, A-3-a, A-3-b, and A-3-c
Deflection Measurements	A-4, A-4-a, A-4-b, A-4-c, and A-4-d
Summaries of Test Holes and Laboratory Reports	A-5 and A-5-a
Traffic Analysis for "Williams Method"	A-6, A-6-a, A-6-b, A-6-c, A-6-d, and A-6-e

← EAST UNIT, SHOGREN - ROWENA →
Grade, Pave & Str. Contract #5200 Date of Award: 5-7-56 Date of Compl.: 12-2-59

SHOGREN - ROWENA
Grade & Pave Contract # 3793 Date of Award: 8-22-52 Date of Compl.: 11-21-53

1886+00 & 1905+00

ROWENA - CHENOWETH CREEK
Paving Contract # 5461 Date of Award: 4-1
Date of Compl.: 2-2

ROWENA - CHENOWETH CRE
Grade & Pave Contract # 3836 Date of Award
Date of Compl.

2040+

2090+

← WEST BOUND

1700 1750 1800 1850 1900 1950 2000 2050 2100

EAST BOUND →

1886+

2058+

2082+

ROWENA - THE D

COLOR KEY:

4.0" A.C. (1960)
2.0" Level
10.0" Base

2.0" A.C. (1960)
3.5" A.C. (1954)
2.0" Level
10.0" Base
24.0" S.S.M. *

* S.S.M. not shown From Sta. 1886 to Sta. 1913.

CREEK
Award: 4-16-59
Compl.: 2-2-60

WETH CREEK
ate of Award: 2-5-53
te of Compl.: 8-9-54

CHENOWETH CR. — THE DALLES
Grade, Pave, Str.
Contract # 4892
Date of Award: 12-19-56
Compl.: 9-12-57

THE DALLES — FIFTEENMILE CREEK
Paving Contract # 6827
Date of Award: 5-11-66
Date of Compl.: 12-20-67

Paving Contract # 6348
Date of Award: 10-10-63
Date of Compl.: 7-16-64

A.C.

P.C.C.

2090±
2178±
2183+00±
2195+20±
2234+00±
2302+00±
2499+62±

2100 2150 2200 2250 2300 2350 2400 2450 2500

2082±
2183±
2234±
2302±

THE DALLES

3.5" A.C. (1954)
2.0" Level
10.0" Base
24.0" S.S.M.

4.0" A.C. (1957)
1.5" Level
9.5" Base

1.5" A.C. (1967)
4.0" A.C. (1964)
3.0" P.M.B.B.
8.0" Base
12.0" S.S.M. (1963)

THE DALLES - FIFTEENMILE CREEK

Paving Contract # 6827 Date of Award: 5-11-66
Date of Compl.: 12-20-67

Paving Contract # 6348 Date of Award: 10-10-63
Date of Compl.: 7-16-64

A.C. — P.C.C.

230+27.00 ± — 249+66.24

0 2300 2350 2400 2450 2500 2550 2600

230+27 ±

4.0" A.C. (1957)
1.5" Level
9.5" Base

1.5" A.C. (1967)
4.0" A.C. (1964)
3.0" P.M.B.B.
8.0" Base
12.0" S.S.M. (1963)

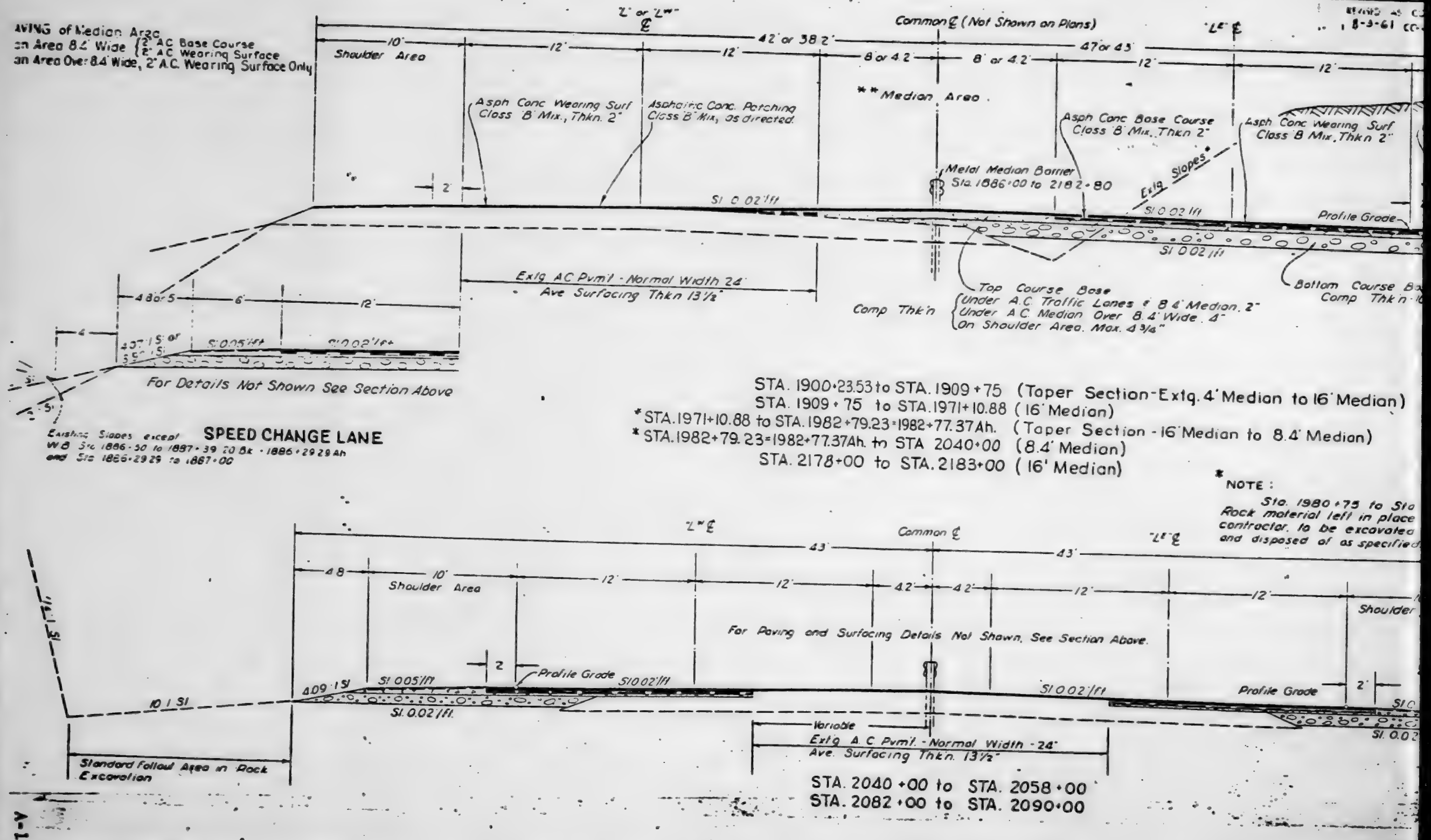
(1)

TYPICAL SECTIONS

ROWENA-CH… COLUM… WA…	
FED. ROAD Div. No.	S…
8	ORE…

BEARINGS AS C… … 8-3-61 CC…

AVING of Median Area
on Area 8.4' Wide { 2" A.C. Base Course / 2" A.C. Wearing Surface
an Area Over 8.4' Wide, 2" A.C. Wearing Surface Only



For Details Not Shown See Section Above

Existing Slopes except **SPEED CHANGE LANE**
WB Sta 1886+50 to 1887+39 20 Bk + 1886+29 29 Ah
and Sta 1886+29 29 to 1887+00

STA. 1900+23.53 to STA. 1909+75 (Taper Section-Exist'g. 4' Median to 16' Median)
STA. 1909+75 to STA. 1971+10.88 (16' Median)
* STA. 1971+10.88 to STA. 1982+79.23=1982+77.37 Ah. (Taper Section - 16' Median to 8.4' Median)
* STA. 1982+79.23=1982+77.37 Ah. to STA 2040+00 (8.4' Median)
STA. 2178+00 to STA. 2183+00 (16' Median)

* NOTE:
Sta. 1980+75 to Sta…
Rock material left in place …
contractor, to be excavated …
and disposed of as specified …

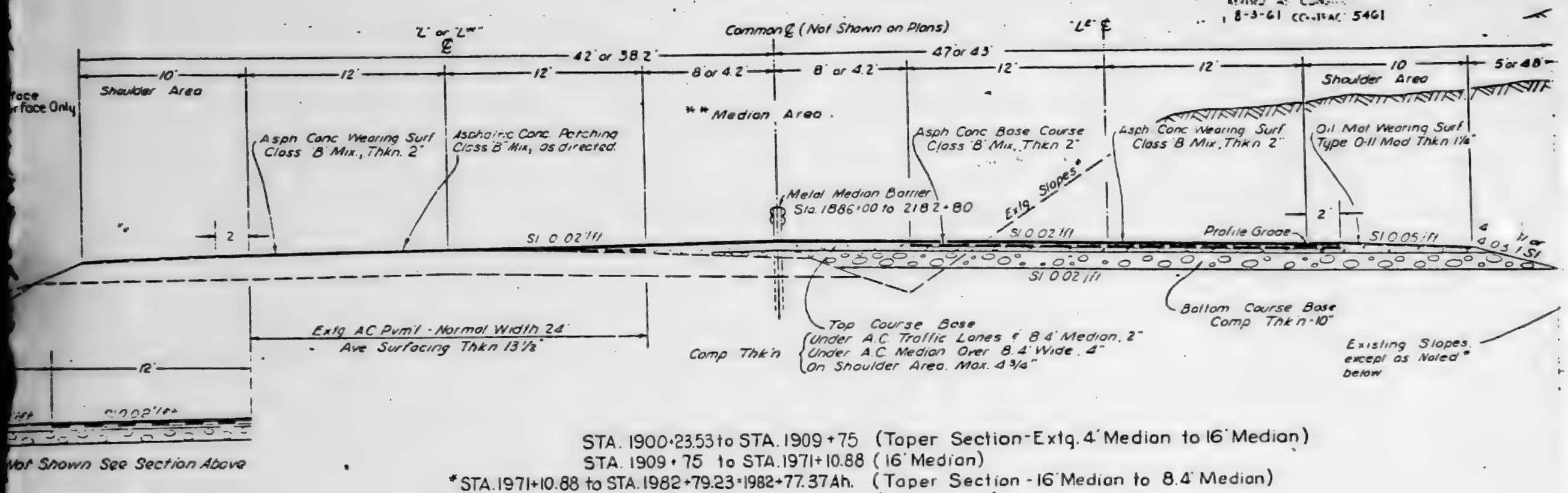
STA. 2040+00 to STA. 2058+00
STA. 2082+00 to STA. 2090+00

T-Y

TYPICAL SECTIONS

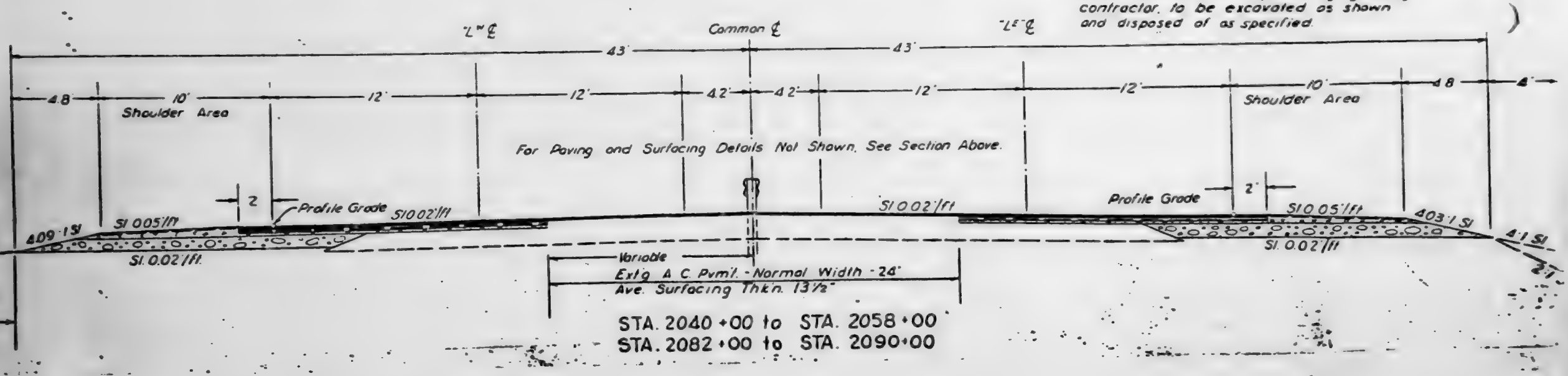
ROWENA-CHENOWETH CREEK SEC COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-BON-3(11)74		See Index

BEARING AT CONST.
8-3-61 CC-1PAC 5461



STA. 1900+23.53 to STA. 1909+75 (Taper Section-Extg. 4' Median to 16' Median)
STA. 1909+75 to STA. 1971+10.88 (16' Median)
*STA. 1971+10.88 to STA. 1982+79.23=1982+77.37Ah. (Taper Section - 16' Median to 8.4' Median)
*STA. 1982+79.23=1982+77.37Ah. to STA 2040+00 (8.4' Median)
STA. 2178+00 to STA. 2183+00 (16' Median)

ED CHANGE LANE
Ah - 1886+29.29Ah



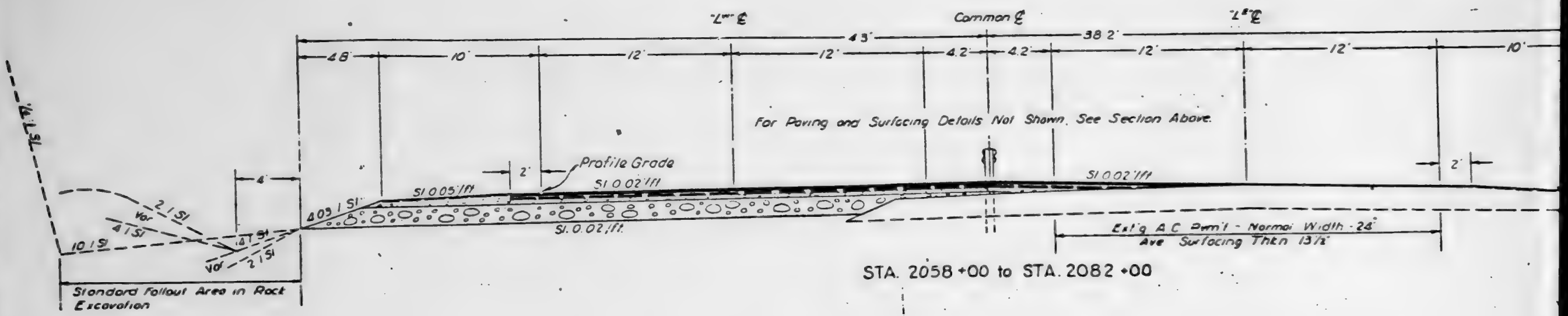
STA. 2040+00 to STA. 2058+00
STA. 2082+00 to STA. 2090+00

*NOTE:
Sta. 1980+75 to Sta 2003+00 (GRADING & PAVING
Rock material left in place by grading contractor, to be excavated as shown and disposed of as specified.

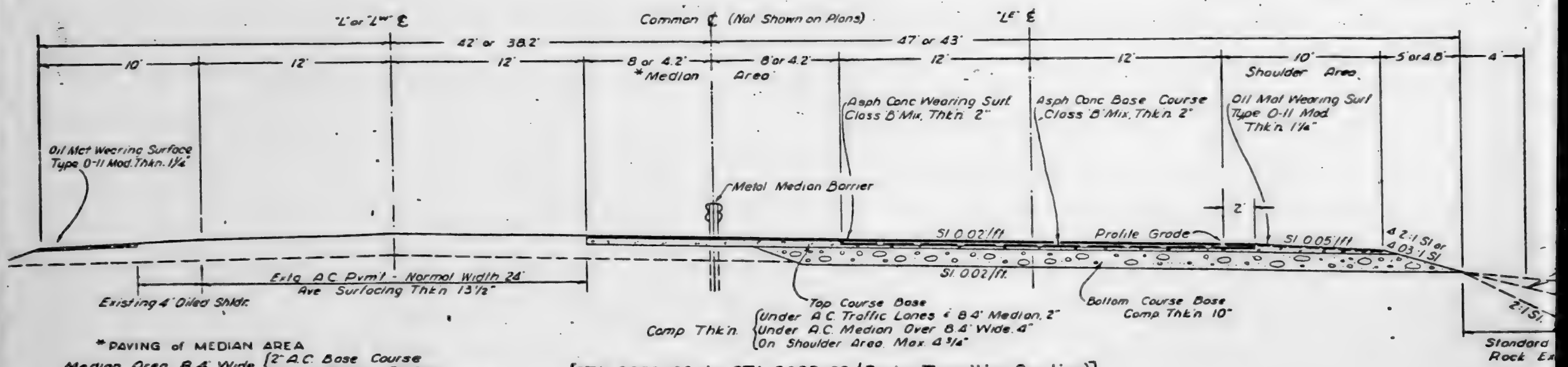
ROWENA - CHENOWE
COLUMBIA RIVE
WASCO COU

FED. ROAD Div. No.	STATE
8	OREGON

REVISED AS CONS...
8-3-61 CO. ENGR. 54



STA. 2058+00 to STA. 2082+00



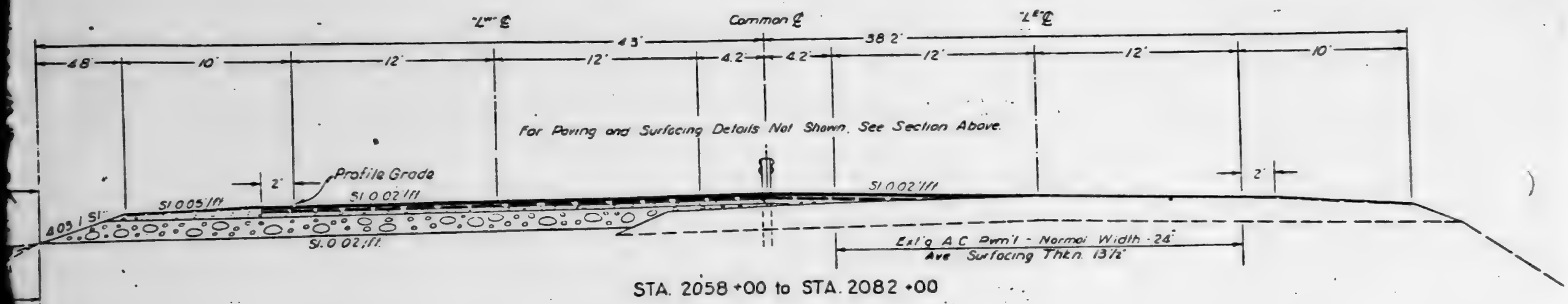
*PAVING of MEDIAN AREA
Median Area, 8.4' Wide {2" A.C. Base Course / 2" A.C. Wearing Surface
Median Area Over 8.4' Wide, 2" A.C. Wearing Surface Only.

[STA. 2090+00 to STA. 2092+00 (Paving Transition Section)]
STA. 2090+00 to STA. 2142+43.63 (8.4' Median)
STA. 2142+43.63 to STA. 2157+75.19 BK = 2157+66.46 Ah. (Taper Section)
STA. 2157+50 to STA. 2178+00 (16' Median)
[STA. 2176+00 to STA. 2178+00 (Paving Transition Section)]

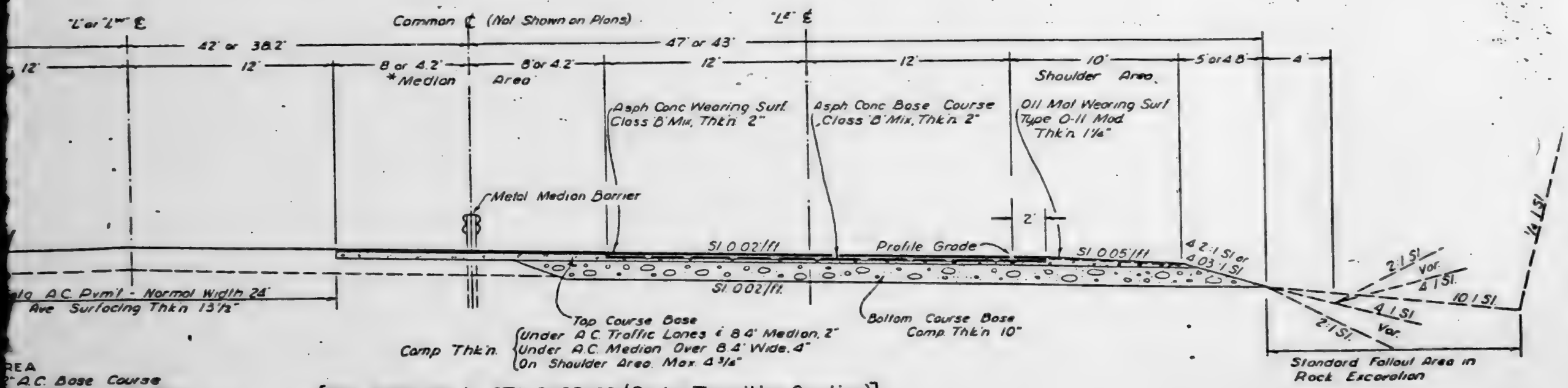
A-1-a

ROWENA-CHENOWETH CREEK SEC COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(11)74		See Index

BUREAU OF CONSTR.
8-3-61 CO. ENG. 5461



STA. 2058+00 to STA. 2082+00



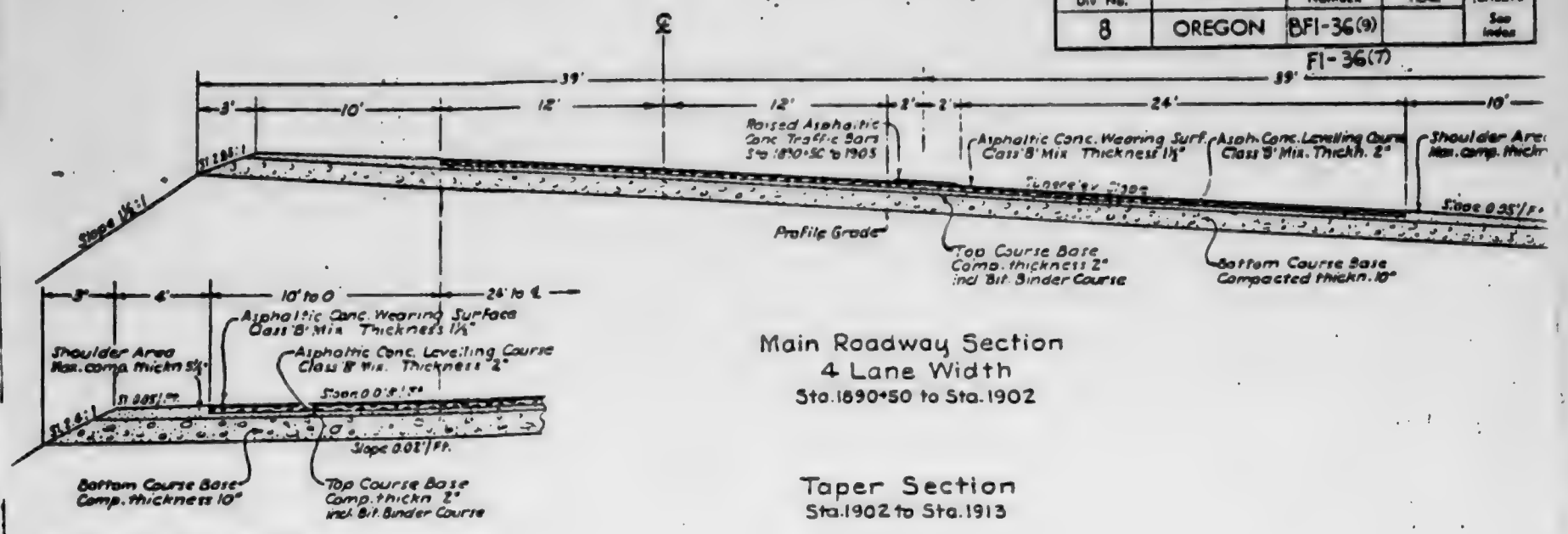
REA
" A.C. Base Course
" A C Wearing Surface
. 2" A.C. Wearing Surface Only.

[STA. 2090+00 to STA. 2092+00 (Paving Transition Section)]
STA. 2090+00 to STA. 2142+43.63 (8.4' Median)
STA. 2142+43.63 to STA. 2157+75.19 BK = 2157+66.46 Ah (Taper Section)
STA. 2157+50 to STA. 2178+00 (16' Median)
[STA. 2176+00 to STA. 2178+00 (Paving Transition Section)]

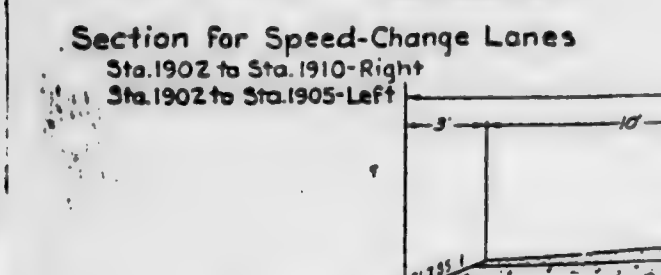
Revised. As Constructed
January, 1955
Contract Number 3856

ROWENA - CHENOWETH CREEK UNIT MOSIER - THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2A
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-36(9)		See Index

FI-36(7)

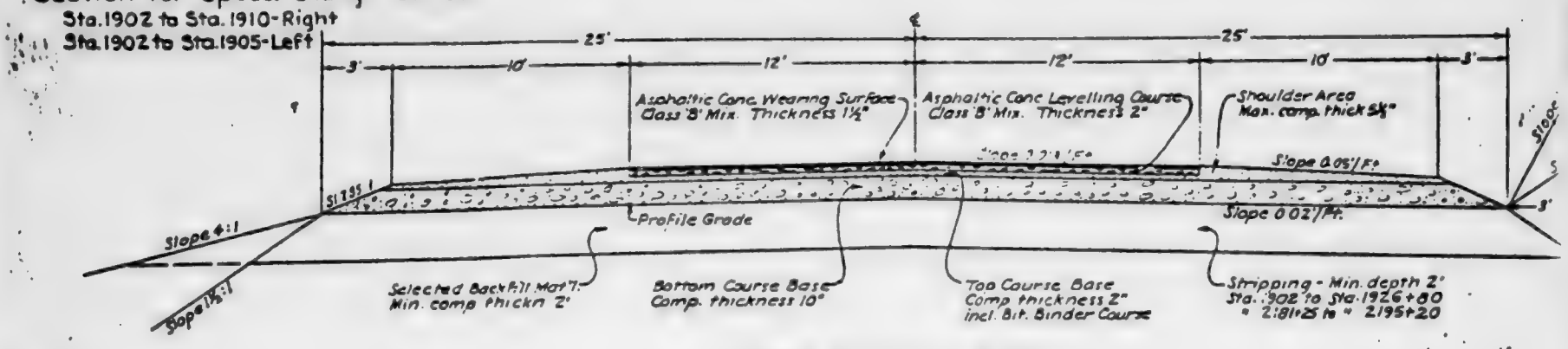


Main Roadway Section
4 Lane Width
Sta. 1890+50 to Sta. 1902

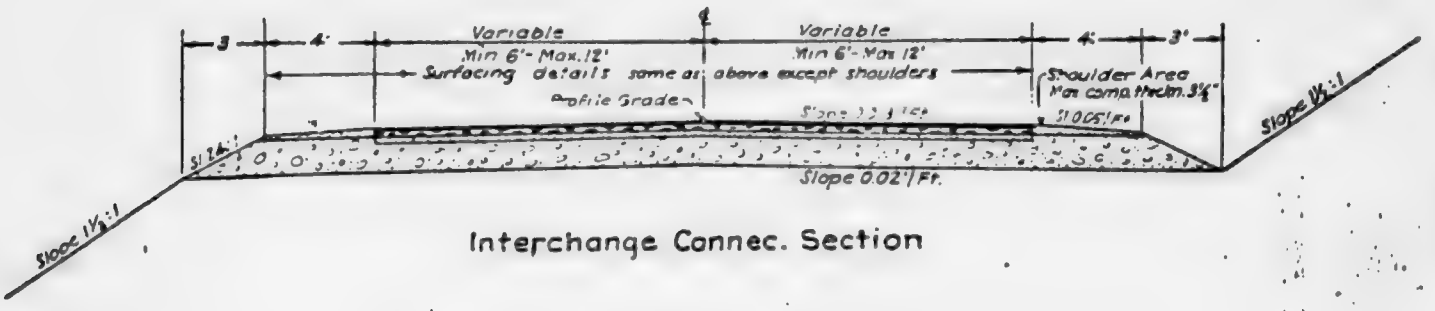

3'
4'
10' to 0
24' to ℄
Asphaltic Conc. Wearing Surface Class 'B' Mix Thickness 1½"
Asphaltic Conc. Levelling Course Class 'B' Mix. Thickness 2"
Shoulder Area Max. comp. thickn 5½"
Slope 0.05'/Ft.
Slope 0.05'/Ft.
Slope 4:1
Bottom Course Base Comp. thickness 10"
Top Course Base Comp. thickn 2" incl. Bit. Binder Course

Taper Section
Sta. 1902 to Sta. 1913

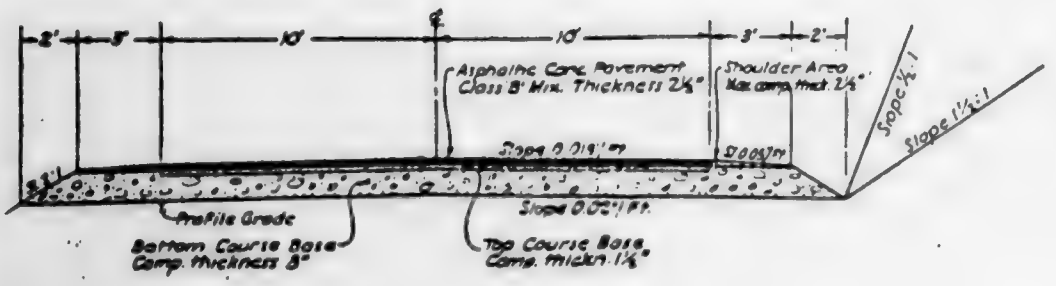
Section for Speed-Change Lanes
Sta. 1902 to Sta. 1910 - Right
Sta. 1902 to Sta. 1905 - Left


25'
25'
3'
10'
12'
12'
10'
3'
Asphaltic Conc. Wearing Surface Class 'B' Mix. Thickness 1½"
Asphaltic Conc. Levelling Course Class 'B' Mix. Thickness 2"
Shoulder Area Max. comp. thick 5½"
Slope 0.05'/Ft.
Slope 0.02'/Ft.
Slope 4:1
Slope 1½:1
Profile Grade
Selected Backfill Mat'l. Min. comp thickn 2"
Bottom Course Base Comp. thickness 10"
Top Course Base Comp thickness 2" incl. Bit. Binder Course
Stripping - Min. depth 2" Sta. 1902 to Sta. 1926+80 & 2181+25 to " 2195+20

Main Roadway Section
2 Lane Width
Sta. 1913 to Sta. 2195+20



Interchange Connec. Section

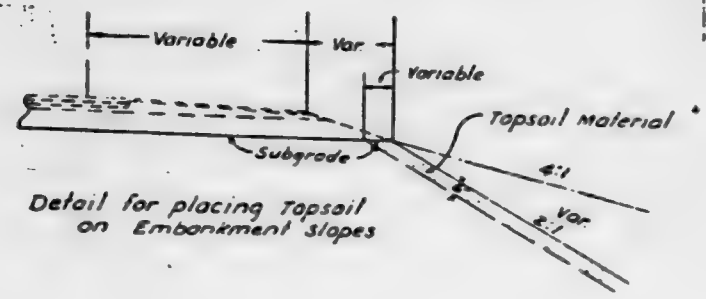


Detour Road Section

CHENOWETH CREE
COLUMBIA
WASCO

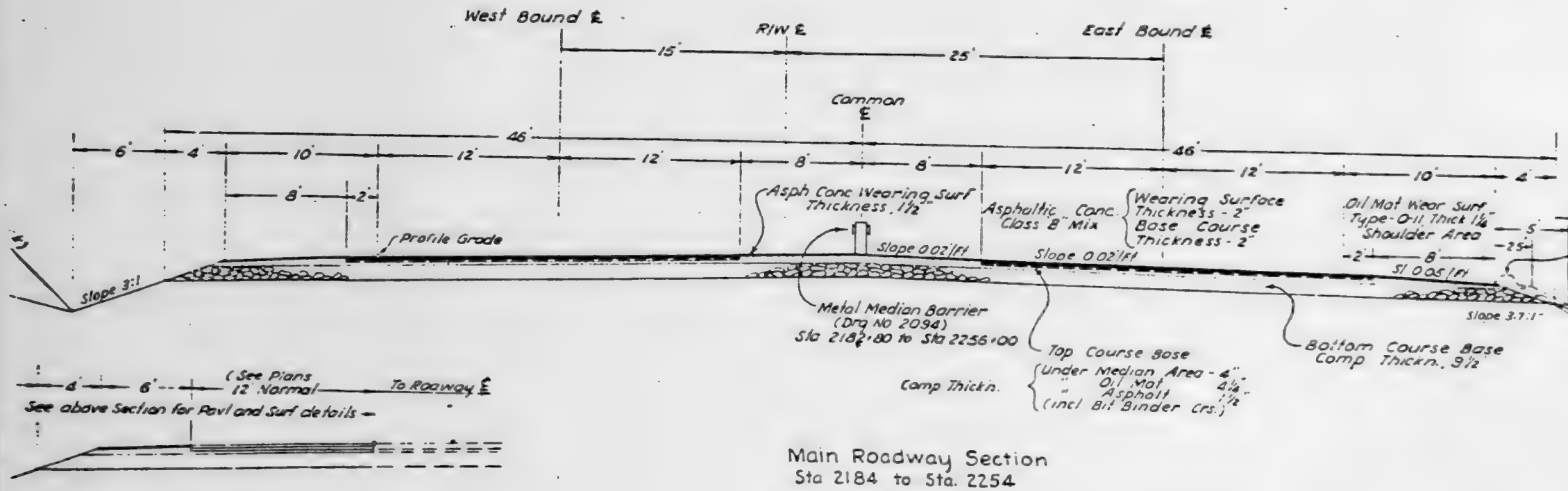
FED. ROAD Div. No.	STATE
8	OREGO

7-59



Detail for placing Topsoil on Embankment Slopes

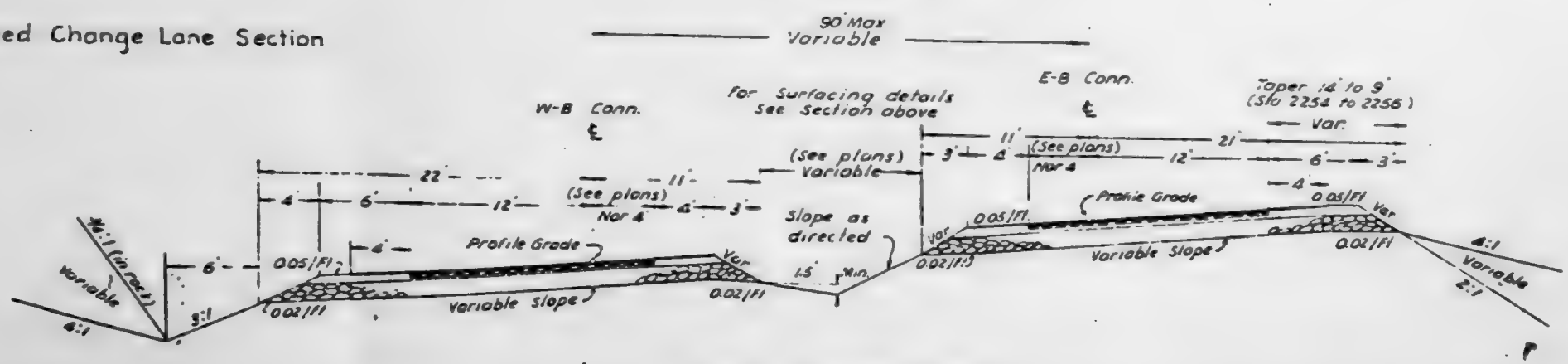
Drain
Sta. 0+00
(See plans fo



Main Roadway Section
Sta 2184 to Sta. 2254

Roadbe
Sta. 221

Speed Change Lane Section



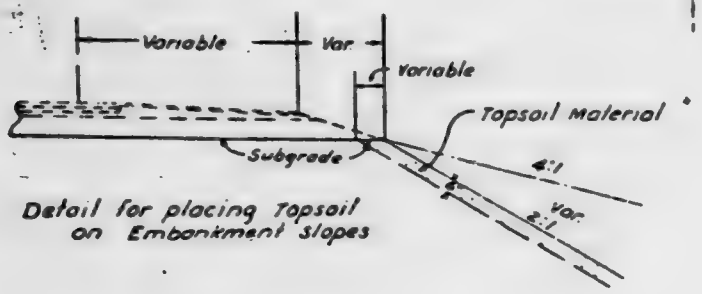
Main Roadway Section
Sta 2254 to Sta. 2268

A-1-c

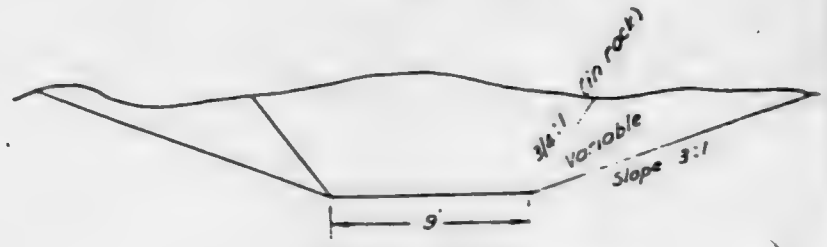
5V-444

CHENOWETH CREEK-THE DALLES SECT. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-36(10)		See Index

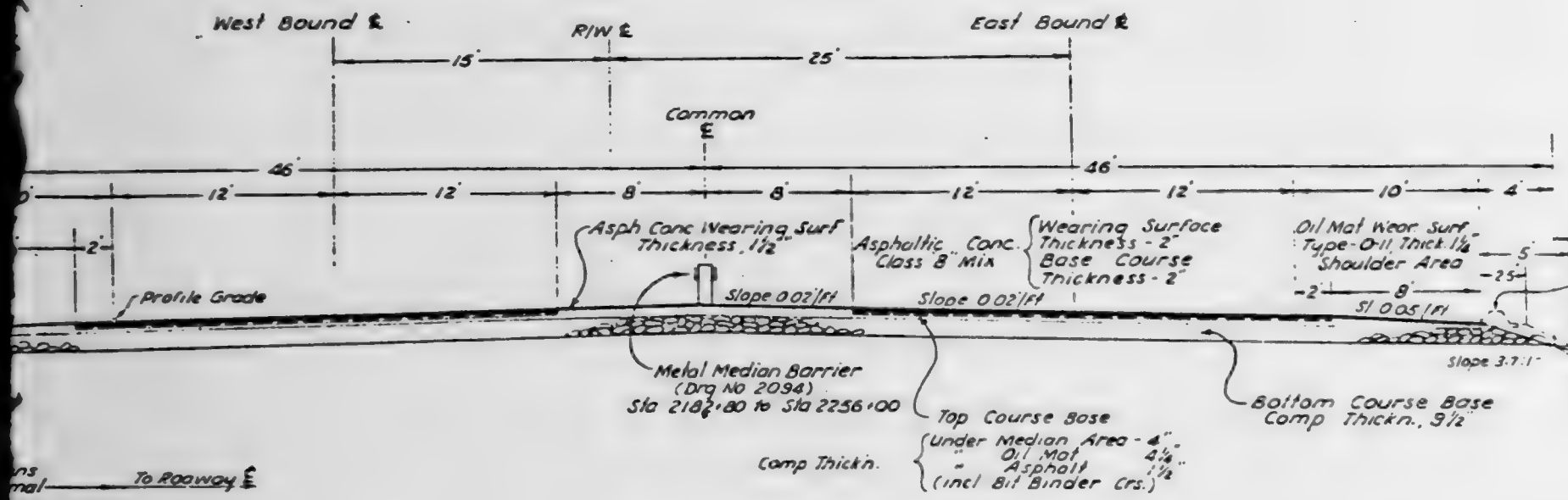
7-59 4842



Detail for placing Topsoil on Embankment slopes

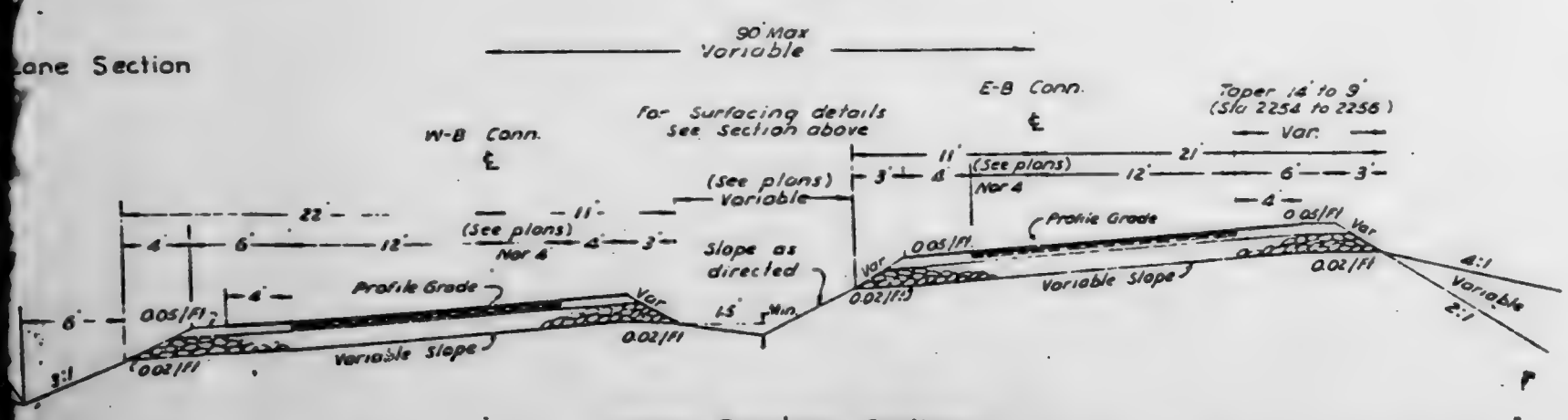


Drain Ditch
Sta. 0+00 to Sta. 13+26
(See plans for location)



Main Roadway Section
Sta 2184 to Sta. 2254

Roadbed Ditch Section
Sta 2218 to Sta 2255+50



Main Roadway Section
Sta. 2254 to Sta. 2268

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Rowena-Chenoweth Section of
I-80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 991961, 991962 and 73-20975 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1959 on subject project. Review of our files for Contract No. 5461 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and 1.9 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Rowena-Chenoweth Creek Section
of I-80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 75-3158, 75-3164 and 75-3194 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1954 on subject project. Review of our files for Contract No. 3856 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base, and 1.9 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

A-2-a

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Chenoweth Creek-The Dalles
Section of I-80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 989759 and 73-20978 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1957 on subject project. Review of our files for Contract No. 4842 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base, and 2.0 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

If 2
910
1971
1975
0-26-
34+50
Rt.
7"
.3
.4
5
4
0
4
2.3(
2.4
15.(
9.
4.
A-2-b
A-2-c

Form E-09—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 991962
Data Sheet No. A40290
Prefix 633-1906-910
Laboratory charge $471.00

PAVEMENT EVALUATION-CORE TEST DATA-WEARING COURSE

Project Rowena-Chenoweth Creek (Completed 1959)
Highway Columbia River
Contractor Rogers Const. Co. No. 5461
Submitted by R. J. Van Cleave
Source of Material Roadway between Sta. 2016+00 and 2134+50
Sampled or inspected at
Sampled or inspected by VanCleave, Peterson, Olsen, Dec. 15, 1971

Date received Dec. 17, 1971
Date reported Mar. 13, 1975
To be used
Quantity represented

Sample No.	290-1-T	290-17-T	290-19-T	290-26-T
Station	2016+00	1926+40	1954+30	2134+50
Lane	24' Lt.	25' Rt.	29' Rt.	24' Rt.
Test pavement thickness	1.8"	1.6"	2.1"	1.7"
Overlay patch thickness				
Gradation of Cores:				
Per cent ret. 1"	0	0	0	0
" " (¾" - 1/4")	34.8	35.1	44.4	39.3
" " (¼" - # 10)	33.7	29.0	27.7	28.4
" " (#10 - # 40)	15.5	19.3	11.2	13.5
" " (#40 - #200)	9.4	8.1	7.5	11.4
" " (Pass #200)	1.8	4.0	4.4	2.0
Asphalt Content, %	4.8	4.5	4.8	5.4
Reclaimed asphalt, Pen. @ 77° F	5	10	9	12
Core lane location				

Bulk sp. gr., in place	2.25		2.29	2.26	2.31	2.32	2.30	2.3(
Bulk sp. gr., recompacted	2.34		2.38	2.38	2.41	2.40	2.40	2.4(
Per cent relative compaction	96.2		96.2	95.0	95.8	96.7	95.8	95.(
Per cent voids, in place	13.1		11.2	11.0	9.4	9.4	9.8	9.(
Per cent voids, recompacted	9.6		7.8	6.3	5.5	6.2	5.9	4.(

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X R. J. Van Cleave

Asphalt content is 0.7 - 2.3 percent less than Design #73-20975. Void content of the mix is higher than the design and penetration of the reclaimed asphalt from the pavement is of a marginal level. Two samples also indicate a P200 deficiency.

Charlotte E. Jackson

A-2-c

No. 75-3194

Form E-80—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 991962
Data Sheet No. A40290
Prefix 633-1906-910
Laboratory charge

PAVEMENT EVALUATION-CORE TEST DATA-BASE COURSE

Project Rowena-Chenoweth Creek (Completed 1959)
Highway
Contractor No. 5461
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received
Date reported
To be used
Quantity represented

Sample No.	290-19-8	290-26-8	
Station	1954+30	2134+50	
Lane	29' Rt.	24' Rt.	
Test pavement thickness	1.9"	1.4"	
Overlay patch thickness			
Gradation of Cores:			
Per cent ret. 1"	0	0	
" " (¾" - 1/4")	41.6	46.9	
" " (¼" - # 10)	29.6	23.8	
" " (#10 - # 40)	14.1	11.8	
" " (#40 - #200)	7.3	10.2	
" " (Pass #200)	2.0	1.9	
Asphalt Content, %	5.0	5.4	
Reclaimed asphalt, Pen. @ 77° F	14	21	
Core lane location			
Bulk sp. gr., in place	2.24	2.33	2.34
Bulk sp. gr., recompacted	2.35	2.42	2.42
Per cent relative compaction	95.3	96.3	96.7
Per cent voids, in place	12.9	7.9	7.5
Per cent voids, recompacted	8.6	4.3	4.3

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Asphalt content is 1.4 - 1.8 percent less than Design #73-20975. Void content of the mix is slightly higher than the design and penetration of the reclaimed asphalt from the pavement is of a satisfactory level.

A-2-d

Form E-80—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-3194
Data Sheet No. A40290
Prefix 633-1906-910
Laboratory charge $157.00

PAVEMENT EVALUATION-CORE TEST DATA-ORIGINAL PAVEMENT

Project Rowena-Chenoweth Creek
Highway Columbia River (Completed 1954)
Contractor Vernie Jarl No. 3856
Submitted by R. J. Van Cleave
Source of Material Roadway between Sta. 2016+00 & 2134+50
Sampled or inspected at
Sampled or inspected by Van Cleave, Peterson & Olsen, Dec. 15, 1971

Date received Dec. 17, 1971
Date reported Mar. 13, 1975
To be used
Quantity represented

Sample No.	290-2-O.P.	290-17-O.P.	
Station	2016+00	1926+40	
Lane	24' Lt.	25' Lt.	
Test pavement thickness	1.5"	1.7"	
Overlay patch thickness			
Gradation of Cores:			
Per cent ret. 1"	0	0	
" " (¾" - 1/4")	37.0	34.5	
" " (¼" - # 10)	29.8	27.7	
" " (#10 - # 40)	16.3	17.5	
" " (#40 - #200)	8.9	9.8	
" " (Pass #200)	3.6	5.2	
Asphalt Content, %	4.4	5.3	
Reclaimed asphalt, Pen. @ 77° F	8	7	
Core lane location			
Bulk sp. gr., in place	2.22	2.28	2.26
Bulk sp. gr., recompacted	2.33	2.36	2.38
Per cent relative compaction	95.3	96.6	95.0
Per cent voids, in place	15.6	12.3	11.4
Per cent voids, recompacted	11.4	9.2	6.7

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X R. J. Van Cleave
- X Geology & Soils

Recently sampled pavement test results indicate the asphalt content is from 1.0% to 2.0% below the average recommended on the current Design # 75-3158. Void content of the mix is higher than the design and penetration is at a marginal level.

John C. Jackson

A-2-e

Form E-68—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 989759
Data Sheet No. A40287
Prefix 633-1906-910

PAVEMENT EVALUATION-CORE TEST DATA-WEARING

Project Chenoweth Creek-The Dalles
Highway
Contractor No.
Submitted by
Source of Material Roadway, Sta. 2218, 29' Lt., WB & Sta. 2201, 29' Rt. EB
Sampled or inspected at To be used Class 'B' A/C
Sampled or inspected by Quantity represented

Laboratory charge
Date received
Date reported

Sample No.	278-1-T		278-2-T	
Station	2218+00		2201+20	
Lane	WB 29' Lt.		EB 29' Rt.	
Test pavement thickness	1.4"		2.1"	
Overlay patch thickness	-		-	
Gradation of Cores:				
Per cent ret. 1"	0		0	
" " (¾" - 1/4")	37.2		35.3	
" " (¼" - # 10)	25.1		26.7	
" " (#10 - # 40)	15.5		16.5	
" " (#40 - #200)	8.7		8.4	
" " (Pass #200)	8.1		7.2	
Asphalt Content, %	5.4		5.9	
Reclaimed asphalt, Pen. @ 77° F	23		40	
Core lane location	-	-	-	-
Bulk sp. gr., in place	2.36	2.37	2.33	2.36
Bulk sp. gr., recompacted	2.40	2.41	2.38	2.40
Per cent relative compaction	98.3	98.3	97.9	98.3
Per cent voids, in place	4.8	4.4	4.5	3.7
Per cent voids, recompacted	3.2	2.8	2.5	2.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Asphalt content is 0.4 to 0.9% less than design #73-20978. Above test results indicate excess P200. Low void content and satisfactory reclaimed asphalt indicate good pavement durability.

A-2-f

Form E-88—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 989759
Data Sheet No. A40287
Prefix 633-1906-910

PAVEMENT EVALUATION-CORE TEST DATA-BASE COURSE

Project Chenoweth Creek-The Dalles — Laboratory charge
Highway
Contractor — No. — Date received
Submitted by — Date reported
Source of Material
Sampled or inspected at — To be used Class 'B' A/C
Sampled or inspected by — Quantity represented

Sample No.	278-1-B		278-2-B	
Station	2218+00		2201+20	
Lane	WB 29' Lt.		EB 29' Rt.	
Test pavement thickness	3.2"		2.6"	
Overlay patch thickness				
Gradation of Cores:				
Per cent ret. 1"	0		0	
" " (¾" - 1/4")	28.1		30.4	
" " (¼" - # 10)	34.0		26.1	
" " (#10 - # 40)	17.2		17.6	
" " (#40 - #200)	7.8		9.1	
" " (Pass #200)	6.1		10.0	
Asphalt Content, %	6.8		6.8	
Reclaimed asphalt, Pen. @ 77° F	24		42	
Core lane location	-	-	-	-
Bulk sp. gr., in place	2.31	2.29	2.35	2.35
Bulk sp. gr., recompacted	2.36	2.38	2.41	2.39
Per cent relative compaction	97.9	96.2	97.5	98.3
Per cent voids, in place	6.5	6.5	4.9	4.1
Per cent voids, recompacted	4.5	2.9	2.4	2.4

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Low void content and satisfactory reclaimed - asphalt indicate good pavement durability.

A-2-g

Form E-61—SM—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Interstate Overlay Need Study Rowena-Chenoweth Creek	Prefix No.	633-1906-910
Highway	Columbia River	County	Wasco
Contractor	Rogers Const. Co. Contract No. 5461	F.A. Project No.	
Submitted by	R. J. Van Cleave (Completed 1959)	Date Reported	Dec. 17, 1971
		Laboratory Charges	$148.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Roadway cut, between Sta. 1980 & 2003, MP 77±		
		Sampled at	Roadway cut banks
To be used	Base & A/C	Date received	Dec. 17, 1971
Sampled by	Van Cleave, Peterson & Olsen	Quantity represented	
Date Sampled	Dec. 15, 1971		

TEST RESULTS

Laboratory No. 991961
Data Sheet No. A40290
Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

CA

Abrasion, per cent wear, Los Angeles Rattler 16.8 - A -

Specific gravity (Bulk) 2.70, SSD 2.74, Absorp. 1.39

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss 1/2-3/4 = 0.45
3/4-3/8 = 0.18
3/8-# 4 = 1.77

Plasticity index: Natural fines %
Manufactured fines %

Liquid limit: Natural fines %
Manufactured fines %

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	19.2	0.5		
#2	21.6	1.2		
#3	19.5	0.3		
#4	17.1	0.3		
#5	21.8	0.4		
#6	16.8	0.3		
#7	15.4	0.3		

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Williams
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave

Review of Cont. #5461 and the above results indicate that the crushed stone base as constructed in 1959 is of a 1.0 CBE quality.

Engineer of Materials

A-2-h

Form E-81—3M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Interstate Overlay Need Study

Project	Rowena-Chenoweth Creek	Prefix No.	633-1906-910
Highway	I-80N	County	Wasco
Contractor	Vernie Jarl	Contract No. 3856	F.A. Project No.
Submitted by	R. J. Van Cleave	(Completed 1954)	Date Reported March 13, 1975
			Laboratory Charges $ 140.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Roadway Cut between Sta. 1980 - 2003, MP 77+
Sampled at
To be used
Date received Dec. 17, 1971
Sampled by Peterson & Olsen
Quantity represented
Date Sampled Dec. 17, 1971

TEST RESULTS

Laboratory No. 75-3164
Type of material Quarry
Data Sheet No. A40290
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler 16.8 - A -
Specific gravity (Bulk) 2.70, Appar. 2.74, Absorp.: 1.39%
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1/2-3/4 =
3/4-3/8 =
3/8-# 4 =
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	19.2	0.5		
#2	21.6	1.2		
#3	19.5	0.3		
#4	17.1	0.3		
#5	21.8	0.4		
#6	16.8	0.3		
#7	15.4	0.3		

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Williams
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave

Review of Cont. #3856 and the above results indicate that the crushed stone base as constructed in 1954 is of a 1.0 CBE quality.

R. A. C. Jacobson
Engineer of Materials

A-2-1

Form E-81—Shf—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Overlay Need Study Chenoweth Creek-The Dalles	Prefix No.	633-1906-910
Highway	Columbia River	County	Wasco
Contractor	Roy L. Houck Sons Contract No. 4842	F.A. Project No.	
Submitted by	R. J. Van Cleave (Completed 1957)	Date Reported	March 13, 1975
		Laboratory Charges	$584.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Quarry, ½ mi. S. MP 80.12 (80-N)		
		Sampled at	Quarry site
To be used	Class 'B' A/C	Date received	Nov. 26, 1971
Sampled by	Peterson, Olsen & Van Cleave	Quantity represented	
Date Sampled	Nov. 19, 1971		

TEST RESULTS

Laboratory No.	989759	Type of material	Quarry rock
Data Sheet No.	A40287	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler	23.6 - A -
Specific gravity (Le Chatelier)	2.81
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss 1/2-3/4 =	1.07
3/4-3/8 =	0.99
3/8-# 4 =	1.24
Plasticity index: Natural fines	%
Manufactured fines	%
Liquid limit: Natural fines	%
Manufactured fines	%

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	17.9	0.6		
#2	14.0	0.4		
#3	17.6	0.5		
#4	16.7	0.4		
#5	15.5	0.4		
#6	20.1	0.4		

Review of Cont. #4842 and the above results indicate that the crushed stone base as constructed in 1957 is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Williams
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X R. J. Van Cleave

Engineer of Materials

A-2-j.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. T20975
Data Sheet No. 40290
Prefix 633-1906
Amount Charge #1402
Date Received 12/17/71
Date Reported March 13, 1975

Project Rowena - Chenoweth Cr. Mix Type-Class "B" A/C
Contractor: Prime Rogers Construction Co. Contract No. 5461 Fed. Aid No.
Paving Completed 1959
Engineer: Region Swift Resident Shell
Aggregate: Source [illegible] Cut, Eastbound Sta. 1980 + 003 Type Quarry
Asphalt: Brand Douglas MP. 77± Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5461			Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
~~% Comb.~~	B.I. Ave.								
1									
¾	0.5			0	0	0	0		
½	15.5			16.8	16.7	15.7	15.6		
3/8				14.2	14.2	13.3	13.2		
4	26.9			14.2	14.2	13.3	13.2		
4	10.2			10.8	10.8	10.2	10.1		
10	18.3			19.3	19.1	17.9	17.8		
40	13.5			14.3	14.2	13.3	13.2		
200	7.7			8.1	7.5	7.1	7.0		
P200	2.2			2.3	3.3	3.1	3.1		
~~Recyc.~~ A/C	5.2								
Asphalt Content Including 0.1 %Retention						6.1	6.8		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.42	2.45		
Mix Design % Voids @ 100% Compaction	3.9	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	5.5	6.0	6.5	7.0	7.5
" Film Thickness	Dry-Suff.	Suff.	Suff.	Suff-Thick	Thick
Stability Value @ 1st Compaction	34	35	36	37	39
Cohesion " " " "	306	333	346	360	425
Bulk Sp. Gravity @ 1st Compaction	2.31	2.33	2.35	2.37	2.39
Percent Voids " " "	9.4	7.9	6.4	4.8	3.2
Stability Value @ 2nd Compaction	45	40	40	37	39
Bulk Sp. Gravity @ 2nd Compaction	2.40	2.42	2.44	2.46	2.47
Percent Voids " " "	5.9	4.3	2.8	1.2	0.0
Real Gravity @ 0% Voids	2.55	2.53	2.51	2.49	2.47

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 85/100	5.5	6.5	7.5
Index of Ret. Str. (%)	97	100+	100+

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist
2X Files

Review of Cont. #5461 records, test report #991962 and the above test results indicate that the asphalt concrete as constructed in 1959 is of a 1.9 CBE quality based on our current mix design standards. The pavement as constructed is from 0.9 to 1.6% deficient in asphalt.

Engineer of Materials

A-2-k

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. T 3158
Data Sheet No. 40290
Prefix 635-1906
Amount Charge 70—
Date Received 12/17/71
Date Reported March 13, 1975

Project Rowena - Chenoweth C.r. Mix Type-Class "B" AC
Contractor: Prime Vernie Jarl. Contract No. 385 Fed. Aid No.
Paving Ware. Northwest Completed 1954
Engineer: Region Swift Resident Benedict
Aggregate: Source Roadway Cut between 1980-2003 MP 7.72 Type Quarry
Asphalt: Brand Douglas Grade 65/100
MIX DESIGN PROPORTIONS: F.A.N.S. Contract #5461

Agg. Size	Contract No 5461			Comb. Agg. Dry Sieve	Comb. Agg. Dry Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~% Comb.~~	Bit. Agg.								
1									
¾	0.5			0	0	0	0		
½	15.5			16.8	16.7	15.7	15.6		
3/8				14.2	14.2	13.3	13.2		
¼	26.9			14.2	14.2	13.3	13.2		
4	10.2			10.8	10.8	10.2	10.1		
10	18.3			19.3	19.1	17.9	17.8		
40	13.5			14.3	14.2	13.3	13.2		
200	7.7			8.1	7.8	7.1	7.0		
P200	2.2			2.3	3.3	3.1	3.1		
~~No. Anc.~~	5.2								
Asphalt Content Including 0.1 Retention						6.1	6.6		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.42	2.45		
Mix Design % Voids @ 100% Compaction	3.7	1.7		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 65/100	5.5	6.0	6.5	7.0	7.5
" Film Thickness	Dry-Suff.	Suff.	Suff.	Suff. Th.	Thick
Stability Value @ 1st Compaction	34	35	36	37	39
Cohesion " " " "	306	333	346	300	425
Bulk Sp. Gravity @ 1st Compaction	231	2.33	2.35	2.37	2.39
Percent Voids " " "	9.4	7.9	6.4	4.8	3.2
Stability Value @ 2nd Compaction	45	40	40	37	39
Bulk Sp. Gravity @ 2nd Compaction	240	2.42	2.44	2.46	2.47
Percent Voids " " "	5.9	4.3	2.8	1.2	0.0
Real Gravity @ 0% Voids	2.55	2.53	2.51	2.49	2.47

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 65/100	5.5	6.5	7.5
Index of Ret. Str. (%)	97	100+	100+

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist
2XFiles

Review of Cont. #3856 records, test report #75-3194 and the above test results indicate that the asphalt concrete as constructed in 1954 is of a 1.9 C8E quality based on our current mix design standards. The pavement as constructed is 0.8 to 1.5% deficient in asphalt.

Engineer of Materials

A-2-1

OREGON STATE HI DIVISION
MATERIALS SECTION

Laboratory No. T20978
Data Sheet No. 10287
Prefix 633-1906
Amount Charge $140.00
Date Received 11/26/74
Date Reported March 13, 1975

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project Chenoweth Cr.-The Dalles Mix Type-Class "B" A/C
Contractor: Prime Ray L. Haycle & Sons Contract No. 4842 Fed. Aid No.
Paving Wallis Northwest Completed 6/26/57
Engineer: Region J. F. Putnam Resident M. D. Glenn
Aggregate: Source M.P. 80.2 Old Col. River Hwy Type Quarry
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 4842			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
~~1 Comb.~~	B.t.Gvl.								
1									
¾	2.3			2.5	2.5	2.3	2.3		
½	13.6			14.6	14.5	13.6	13.5		
3/8				11.1	11.0	10.3	10.3		
¼	20.7			11.1	11.0	10.3	10.3		
4	9.8			10.5	10.4	9.7	9.7		
10	17.1			18.3	18.2	17.1	17.0		
40	15.2			16.3	16.2	15.2	15.0		
200	7.9			8.5	7.9	7.4	7.3		
P200	6.6			7.1	8.3	7.5	7.7		
~~Asphalt~~ A.C.	6.8								
Asphalt Content Including 0.3 %Retention						6.5	6.9		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.38	2.40		
Mix Design % Voids @ 100% Compaction	3.7	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	49	51	50	45	42
Cohesion " " " "	573	573	671	689	495
Bulk Sp. Gravity @ 1st Compaction	2.27	2.29	2.31	2.33	2.35
Percent Voids " " "	10.3	8.8	7.2	5.7	4.1
Stability Value @ 2nd Compaction	55	53	52	33	9
Bulk Sp. Gravity @ 2nd Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " " "	7.9	6.4	4.8	3.2	1.6
Real Gravity @ 0% Voids	2.53	2.51	2.49	2.47	2.45

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. St.. (%)	81	86	96

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist
2X Files

Review of Cont. #4842 records, test report #989759, Page 2 & 3, and the above test results indicate that the asphalt concrete as constructed in 1957 is of a 2.0 CBE.

Engineer of Materials

A-2-m

TRAFFIC ANALYSIS

SECTION: ROWENA - CHENOWETH CREEK

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4,500 Present ADT (1959)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.45	392	276	450	124,200
3	55	2.45	135	95	1000	95,000
4	50	2.45	123	87	1250	108,750
5	450	2.45	1103	777	3180	2,470,860
6	5	2.45	12	9	2570	23,130
				1244	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,821,940

TWENTY YEAR EWL 56,438,800

TRAFFIC COEFFICIENT 10.9

TRAFFIC ANALYSIS

SECTION: Rowena-Chenoweth Creek

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4500 Present ADT (1959)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.45	392	276	450	124,200
3	55	2.45	135	95	1000	95,000
4	50	2.45	123	87	1250	108,750
5	450	2.45	1103	777	3180	2,470,860
6	5	2.45	12	9	2570	23,130
				1244	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,821,940

FIVE
~~TWENTY~~ YEAR EWL 14,109,700

(1975-1979) TRAFFIC COEFFICIENT 9.2

TRAFFIC ANALYSIS

SECTION: CHENOWETH CREEK - THE DALLES

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4,100 Present ADT (1956)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	135	2.18	294	215	450	96,750
3	50	2.18	109	80	1000	80,000
4	40	2.18	87	64	1250	80,000
5	430	2.18	937	684	3180	2,175,120
6	5	2.18	11	8	2570	20,560
				1051	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,452,430

TWENTY YEAR EWL 49,048,600

TRAFFIC COEFFICIENT 10.7

TRAFFIC ANALYSIS

SECTION: Chenoweth Creek-The Dalles

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4100 Present ADT (1956)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	135	2.18	294	215	450	96,750
3	50	2.18	109	80	1000	80,000
4	40	2.18	87	64	1250	80,000
5	430	2.18	937	684	3180	2,175,120
6	5	2.18	11	8	2570	20,560

1051 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 2,452,430

TWO TWENTY YEAR EWL 4,904,860

TRAFFIC COEFFICIENT 8.1

Rowena-Chenoweth Cr.
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
EB M.P. 81.65		
	0.014	0.011
	0.017	
	0.017	0.016
	0.018	
	0.019	0.014
	0.016	
	0.016	0.014
	0.019	
	0.016	0.017
	0.016	
		0.017
WB M.P. 81.50		
	0.014	0.015
	0,016	
	0.019	0.021
	0.018	
	0.018	0.021
	0.016	
	0.018	0.026
	0.017	
	0.017	0.021
	0.010	
EB M.P. 81.00		
	0.025	0.025
	0.015	
	0.023	0.013
	0.018	
	0.019	0.016
	0.019	
	0.023	0.014
	0.020	

Continued:

Rowena-Chenoweth Cr.
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
EB M.P. 81.00 Continued:		
	0.017	0.020
	0.017	
		0.016
WB M.P. 80.50		
	0.016	0.014
	0.015	
	0.018	0.010
	0.021	
	0.015	0.014
	0.007	
	0.018	0.012
	0.016	
	0.011	0.012
	0.010	
		0.008
EB M.P. 80.00		
	0.014	0.012
	0.018	
	0.016	0.013
	0.012	
	0.013	0.009
	0.012	
	0.010	0.008
	0.011	
	0.010	0.008
	0.011	
		0.010
WB M.P. 79.50		
	0.008	0.008
	0.010	
	0.010	0.009
	0.007	

Continued:

Rowena-Chenoweth Cr.
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
WB M.P. 79.50 Continued:		
	0.010	0.011
	0.018	
	0.011	0.014
	0.015	
	0.014	0.014
	0.012	
		0.012
EB M.P. 79.00		
	0.015	0.012
	0.014	
	0.013	0.012
	0.013	
	0.014	0.014
	0.013	
	0.012	0.014
	0.015	
		0.019
	0.015	
	0.012	
		0.014
WB M.P. 78.50		
	0.014	0.018
	0.010	
	0.010	0.012
	0.011	
	0.012	0.014
	0.014	
	0.011	0.010
	0.012	
	0.012	0.008
	0.010	
		0.006

Rowena-Chenoweth Cr.
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
EB M.P. 78.00		
	0.018	0.016
	0.014	
	0.019	0.019
	0.012	
	0.012	0.018
	0.016	
	0.012	0.016
	0.012	
	0.015	0.014
	0.016	
		0.017
WB M.P. 77.50		
	0.008	0.011
	0.014	
	0.015	0.009
	0.017	
	0.017	0.015
	0.017	
	0.013	0.015
	0.014	
	0.014	0.011
	0.014	
		0.013
EB M.P. 77.00		
	0.009	0.013
	0.009	
	0.012	0.016
	0.011	
	0.014	0.011
	0.014	
	0.014	0.011
	0.014	
	0.014	0.014
	0.014	
		0.017

Chenoweth Creek-The Dalles
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
WB M.P. 83.11		
	0.015	0.018
	0.014	
	0.011	0.013
	0.017	
	0.016	0.015
	0.015	
	0.019	0.015
	0.019	
	0.018	0.021
	0.023	
		0.023
EB M.P. 82.15		
	0.023	0.021
	0.020	
	0.018	0.016
	0.020	
	0.019	0.014
	0.016	
	0.017	0.016
	0.017	
	0.019	0.016
	0.014	
		0.016

ROWENA - CELILO METH CREEK
Columbia River Highway (FAR 1)
Wasco County

Station or M.P.	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	OAD P20	Mt.	"R" Value	% Nat. Moist.	CLASSIFICATION AASHO	Textural
M.P. 77.5, W.B., 11' Rt.	2	0 - 5.4	A.C.														
		5.4 - 7.4	Level Course														
		7.4 - 15.0	2.0"	80.2	42.6	15.2	7.2	20	0	50.5	—	27.41	0.5	73	—	A-1-a	Si.Sa.Gr.
		No subgrade sample															
M.P. 75.5, W.B., 10' Lt. & 13' Lt.	3	0 - 8.7	A.C.														
	3	0 - 1.5	Oil Mat														
		1.5 - 3.5	Level Course														
		3.5 - 5.5	Oil Mat														
		5.5 - 19.5	2.0"	76.1	36.4	12.3	6.0	21	0	61.9	—	23.83	0.5	77	—	A-1-a	Si.[illegible] Gr.
		No subgrade sample															

A-5

CHENOWETH CREEK - THE DALLES
Columbia River Highway
Wasco County

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	OAD P20	"R" Wt.	"R" Value	% Nat. Moist.	CLASSIFICATION AASHO	Textural
M.P. 81.5, W.B.	1	0 - 4.0	A.C.														
		4.0 - 6.0	Level Course														
		6.0 - 14.0	3.0"	72.7	37.4	13.3	7.1	32	1	50.6	—	26.87	0.5	84	—	A-1-a	Si Gr.
			No Subgrade Sample														

A-5-a

TRAFFIC ANALYSIS
1959-1979
TWENTY YEAR DESIGN PERIOD

SECTION: Rowena-Chenoweth Creek

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4500 Present ADT (1959)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	160	2.45	392	276	38.25	10,557.00
3	55	2.45	135	95	81.76	7,767.20
4	50	2.45	123	87	105.30	9,161.10
5	450	2.45	1103	777	257.76	200,279.52
6	5	2.45	12	9	213.96	1,925.64

1244 TOTAL

18 kip s.a./day 629.289

TOTAL AVERAGE ANNUAL 18 kip s.a. 229,690.46

TWENTY YEAR 18 kip s.a. 4,593,809.

RATIO

TRAFFIC ANALYSIS

1960-1961

OPENING YEAR TO YEAR PAVEMENT REACHED P_t = 2.5

SECTION: Rowena-Chenoweth Creek

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4500 Present ADT (1959)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1960	EXPANSION FACTOR	TOTAL TADT 1961	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	172		183	178	38.25	6,808.50
3	59		63	61	81.76	4,987.36
4	54		57	56	105.30	5,896.80
5	483		515	499	257.76	128,622.24
6	5		6	6	213.96	1,283.76

800 TOTAL

18 kip s.a./day 404.380

(1960-1961) TOTAL AVERAGE ANNUAL 18 kip s.a. 147,598.66

Total (1960-1961) ~~TWENTY~~ ONE YEAR 18 kip s.a. 147,599

RATIO

TRAFFIC ANALYSIS
1960-1979
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Rowena-Chenoweth Creek

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco County

4500 Present ADT (1959)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1960	EXPANSION FACTOR	TOTAL TADT 1979	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	172		392	282	38.25	10,786.50
3	59		135	97	81.76	7,930.72
4	54		123	89	105.30	9,371.70
5	483		1103	793	257.76	204,403.68
6	5		12	9	213.96	1,925.64
				1270	TOTAL	

18 kip s.a./day

(1960-1979) TOTAL AVERAGE ANNUAL 18 kip s.a. 642.242

Total (1960-1979) NINETEEN ~~TWENTY~~ YEAR 18 kip s.a. 234,418.24

RATIO 4,453,947

TRAFFIC ANALYSIS
1956-1976
TWENTY YEAR DESIGN PERIOD

SECTION: Chenoweth Creek-The Dalles

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4100 Present ADT (1956)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	135	2.18	294	215	38.25	8,223.75
3	50	2.18	109	80	81.76	6,540.80
4	40	2.18	87	64	105.30	6,739.20
5	430	2.18	937	684	257.76	176,307.84
6	5	2.18	11	8	213.96	1,711.68

1051 TOTAL

18 kip s.a./day 546.639

TOTAL AVERAGE ANNUAL 18 kip s.a. 199,523.27

TWENTY YEAR 18 kip s.a. 3,990,465

RATIO

TRAFFIC ANALYSIS

1957-1961

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Chenoweth Creek-The Dalles

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4100 Present ADT (1956)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1957	EXPANSION FACTOR	TOTAL TADT 1961	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	143		175	159	38.25	6,081.75
3	53		65	59	81.76	4,823.84
4	42		52	47	105.30	4,949.10
5	455		557	506	257.76	130,426.56
6	5		6	6	213.96	1,283.76

777 TOTAL

18 kip s.a./day

(1957-1961) TOTAL AVERAGE ANNUAL 18 kip s.a. 404.288

Total (1957-1961) FOUR YEAR 18 kip s.a. 147,565.01

RATIO 590,260

TRAFFIC ANALYSIS

1957-1976

REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Chenoweth Creek-The Dalles

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4100 Present ADT (1956)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1957	EXPANSION FACTOR	TOTAL TADT 1976	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	143		294	219	38.25	8,376.75
3	53		109	81	81.76	6,622.56
4	42		87	65	105.30	6,844.50
5	455		937	696	257.76	179,400.96
6	5		11	8	213.96	1,711.68

1069 TOTAL

18 kip s.a./day 556.045

(1957-1976) TOTAL AVERAGE ANNUAL 18 kip s.a. 202,956.45

Total (1957-1976) ~~TWENTY~~ NINETEEN YEAR 18 kip s.a. 3,856,173.

RATIO

8235

FORM E-20

80N

LOC 17
#633-1906

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon

DATE March 18, 1975

TO Mr. George Wills
Location Field Engineer

FROM J. S. Sawyer
Resident Engineer

RECEIVED
MAR 19 1975
LOCATION SECTION

SUBJECT Rowena Interchange - The Dalles Unit
Columbia River Highway
Wasco County
Prefix No. 633-1906

The location data submitted to your office for the subject unit proposed to stop the paving at the West approach to the Second Street overcrossing, Sta. 2292+03 EB, and the concrete median barrier at Station 2291+63.

At the time the subject unit was submitted, it was thought the next unit, UPRR Overcrossing - Fifteenmile Creek (concrete paving bypass of The Dalles), would not be worked up or let for quite some time. It has now been learned the bypass unit will be let at the time or shortly after the subject unit is.

Therefore, I would recommend that additional concrete median barrier quantities be added to the estimated quantities on the subject unit to take the concrete median barrier to the west end of the Eastbound railroad overcrossing structure. This will involve approximately 800 Lin.Ft. of barrier between Stations 2291+63 and 2299+58. In this case special consideration should be given to the method used in crossing the expansion joints on the Second Street overcrossing structure. Possibly Drawing 30065 will cover the condition adequately.

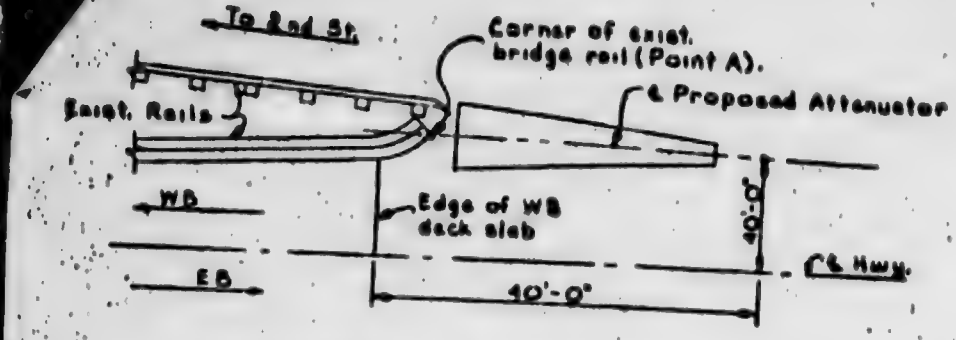
Also it would be good to note that there is an eleven bay impact attenuator constructed on the recent safety project 39.5 feet left of Station 2295+40.

I have enclosed a xeroxed copy of the plan drawing for the attenuator for your information.

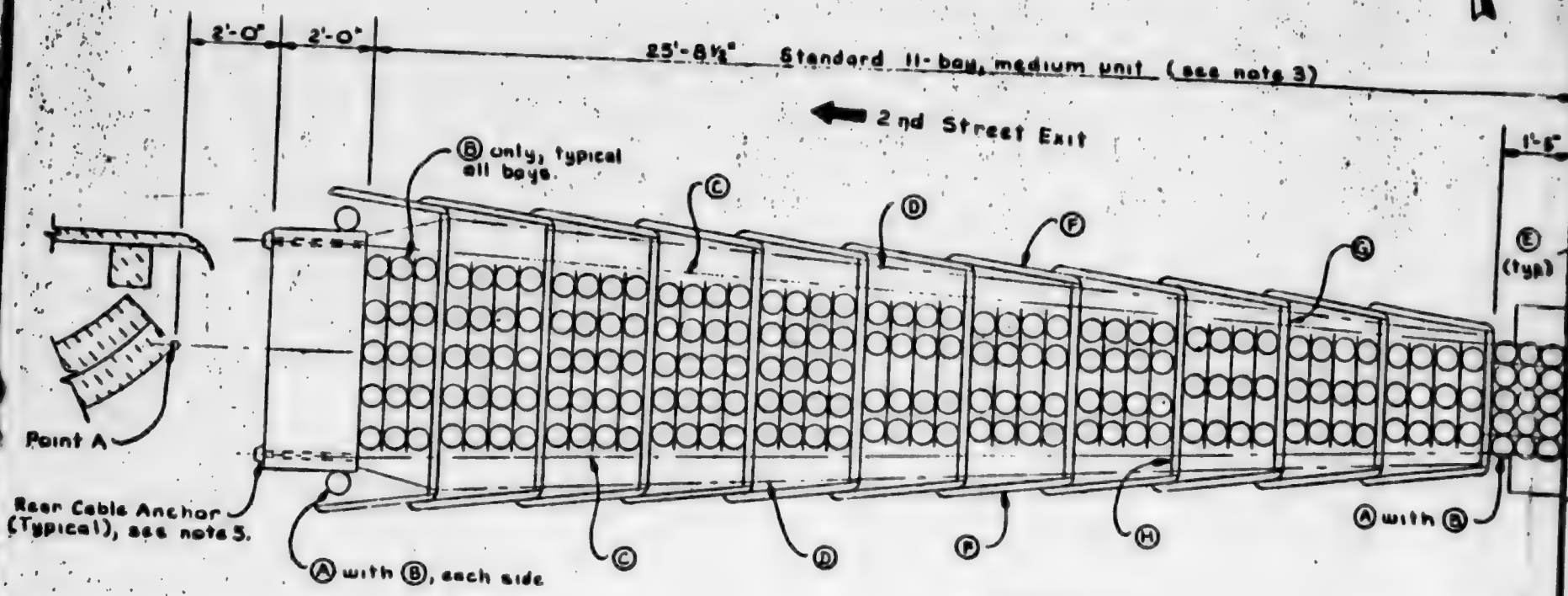
JSS:AAS:ELC:erc

cc: C. M. Williams

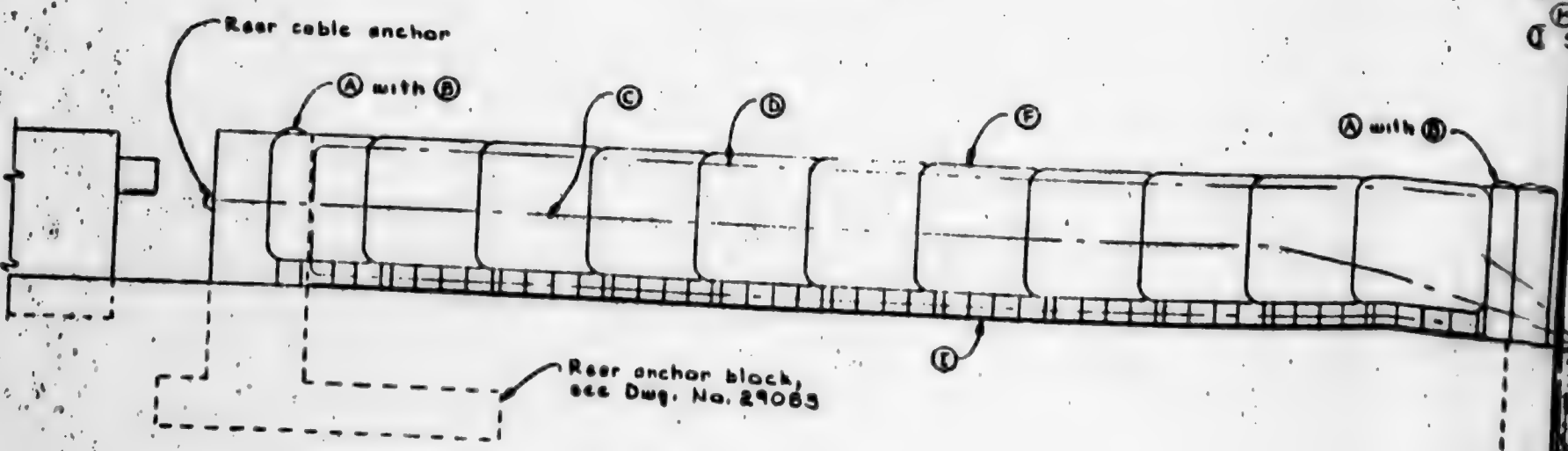
RECEIVED
MAR 21 1975
ROAD DESIGN SECTION



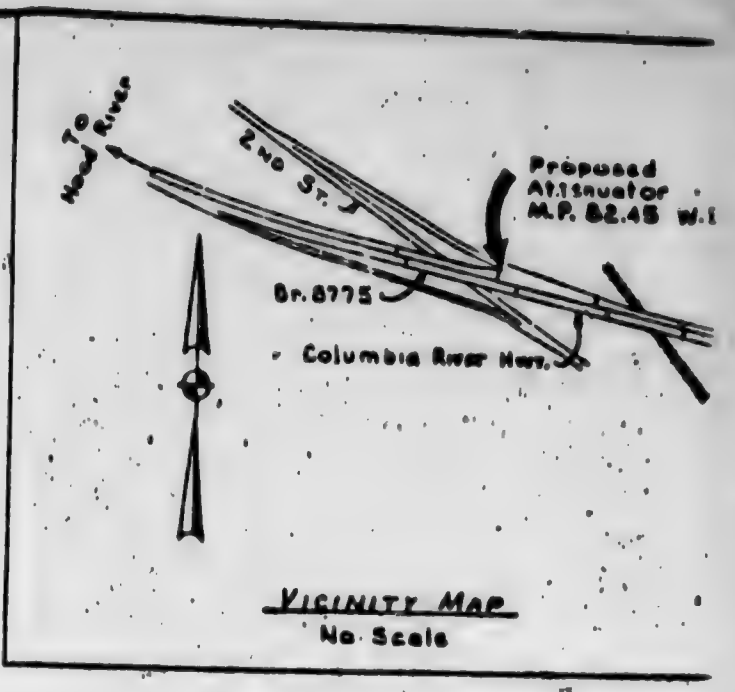
ATTENUATOR & GEOMETRICS
No Scale



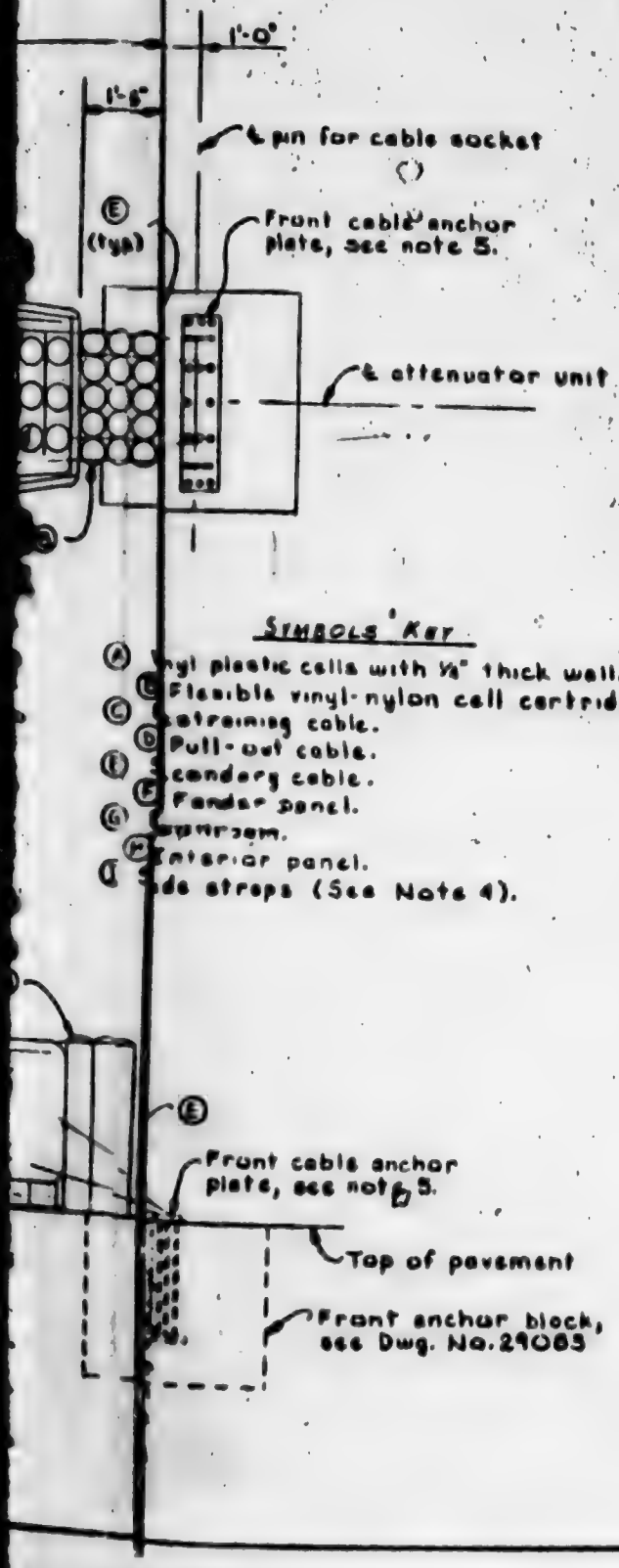
PLAN VIEW
Scale ½"=1'-0"



ELEVATION
Scale ½"=1'-0"



VICINITY MAP
No Scale



SYMBOLS KEY

- Ⓐ Vinyl plastic cells with ⅛" thick wall.
- Ⓑ Flexible vinyl-nylon cell cartridge.
- Ⓒ Retaining cable.
- Ⓓ Pull-out cable.
- Ⓕ Boundary cable.
- Ⓖ Fender panel.
- Ⓗ Backup beam.
- Ⓘ Interior panel.
- Ⓙ Slide straps (See Note 4).

GENERAL NOTES

1. All concrete shall be Class 'A' with a design strength of 3300 psi at 28 days.
2. All reinforcing steel shall conform to ASTM A615 Grade 40 and be placed 2" clear of the nearest concrete face unless otherwise noted.
3. The impact attenuator is a standard Hi-Dro Cushion Cell Sandwich Unit, as supplied by Energy Absorption Systems, Inc.
4. Bolt two 4"×¼" galvanized steel straps to the slab and back-up wall. The slide straps shall be installed in a flat plane.
5. Items of the attenuator unit not specifically detailed on these drawings shall be submitted by the supplier of the unit for approval of the engineer.
6. Average 'G' loads for this attenuator are:
   50 M.P.H. - 4.3 G's
   60 M.P.H. - 6.2 G's
   70 M.P.H. - 8.5 G's

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRAWING
FOR EXAMPLE
INDICATED SCALE 1"=1'-0"
SHOULD BE READ ½"=1'-0"
INDICATED SCALE 1½"=1'-0"
SHOULD BE READ ¾"=1'-0"

APPROVED:
Walter J. Hart
BRIDGE ENGINEER
R. J. Smith
ASST. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER

DESIGNED P.R. CHECKED
DRAWN P.R. CAL. BOOK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

IMPACT ATTENUATOR 2ND ST. E&I
MULTNOMAH FALLS - JOHN DAY RIVER S
COLUMBIA RIVER HWY.
WASCO CO.

GENERAL LAYOUT

DATE 5-7-73 BRIDGE NO. 8775
ACCOMPANIED BY DWGS. 29084
SHEET 1 OF 2
DRAWING NO. 29082

8235

FORM E-80-X 12-67

OREGON STATE HIGHWAY DIVISION

Salem, Oregon

INTER-DEPARTMENTAL CORRESPONDENCE

November 15, 1974

To: MEMO TO FILES

SUBJECT: Rowena-The Dalles Section
Interstate 80-N

The following transit notes were delivered to J.S. Sawyer on November 6, 1974:

1552 - Shogren-Rowena
1572 - Rowena-Chenowith Creek

These notes should be returned to the file along with the survey Rowena-The Dalles Section, I-80-N.

George C. Wills
Location Field Engineer

GCW:jp
cc J.H. Versteeg
J.S. Sawyer

REFERRED TO

Beard — Reed
Cole — Sample
Brisson — Watson
Hager — Wolfe
Return Discuss Co File Copy Due
BY FINAL DESIGN ENGINEER

8236 W Marquam Intchge-N Tigard 1975
Intchge Sec of Pac Hwy in Ptld.
(Grad,pav,barriers,sign & ill.) #3

NOTED
H. S. COULTER

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION
SUPPLEMENTAL REPORT

File: L- 7317

Case No.: A7603-04154

To be submitted to Commission: September 18, 1979 **Approved by Commission:** _____

Name of Case: Powelson v. State **County:** Multnomah

Cause of Action: Inverse Condemnation

Demands of Plaintiff: $50,000. Damages from waste materials deposited on property

Date(s) of Trial: June 28, 1977 **Judge:** Clifford Olsen

Attorney for State: Leslie B. Hampton

Attorney for Plaintiff: Richard C. Bemis

Verdict or Judgment: For State - dismissed case **Interest:** _____

Attorney Fees: $12,500.00 and **Court Costs:** _____

REMARKS About two years ago, we reported the successful conclusion of the above case. After one day of trial, the Court granted a non-suit against the plaintiff which disposed of this case.

This supplemental report is to report the recovery by the State of $12,500.00 covering our costs of defense and attorney fees for defending this case.

This case should have been brought against the State's Contractor. The Contractor should have accepted the defense of this case when ~~it~~ I tendered that defense to it. After a lot of hasseling for the last year and a half, the contractor's insurance company finally paid off our defense costs.

Leslie B Hampton
Signed

cc File
[illegible] Jack L. Sollis
L. B. Hampton
[illegible] M. S. Coulter
[illegible] Ed Hardt

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO
FOR

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 25, 1979

RECEIVED
STATE HWY ENGR
JUN 27'79
REFER TO
FOR
Info | Appvs | B/D | D/R | Sig | Act | File

H. S. Coulter
Oregon State Highway Engineer
129 Transportation Bldg.
Salem, OR 97310

Re: Powellson, et ex v. State of Oregon
Multnomah County No. A7603-04154 (L-7317)
Contract No. 8236

Dear Mr. Coulter:

I am pleased to advise you that we have recovered our costs of defending the above-mentioned case, including attorneys' fees. We have received a check in the amount of $12,500.00 from Fireman's Fund, the insurance carrier for J2K Construction Co. That construction company was the grading contractor on the above mentioned contract which was to improve and reconstruct portions of the West Marquam interchange/North Tigard interchange section of The Pacific Highway.

This case was an inverse condemnation for $50,000.00 damages allegedly caused when waste materials from the above project were deposited on the defendant's property. Under this contract it was the responsibility of the contractor to remove the surplus material, obtain its own disposal site and dispose of the material. Consequently, we tendered the defense of this case to the general contractor and to the grading subcontractor; neither accepted the defense.

Had the Multnomah County presiding judge at that time been more astute, we would have disposed of this case on our Motion for Summary Judgment or rehearing thereof. The case should have been brought against the contractors. After the first day of trial, the trial judge granted my Motion for Nonsuit.

Thereafter, the property owners did sue the subcontractor. The case was eventually settled for $5,000.00. Acknowledging our claim a little at a time over the past few months has been a painful experience for the claims manager of the insurance company. I rather enjoyed it. Mr. Jack Sollis concurred in the settlement.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

jcw
cc: James A. Redden
John R. McCulloch, Jr.
Jack Sollis
J. B. Boyd
Edward Hart

#8236

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 737-620

10-4-78

cc: State (H. S. Coulter)
Washington, D. C. (~~HHO-32~~)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-4-78	C. T. Christianson, Area Engineer	I-5-6(83)295

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-12-76	7-18-77	100 %	A) 360 CWD B) 525 CWD

APPROVED EXTENSIONS	LOCATION
A) 36 CWD	I-5 between Marquam Bridge and N. Tigard Interchange - Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. MARQUAM-N. TIGARD SECTION
PACIFIC HIGHWAY
Pavement Overlay and Safety

The purpose of this project was to restore the structural and wearing integrity to this section of Interstate highway. Extensive foundation and drainage work preceded the A.C. overlay which was followed by major upgrading of safety features.

The project was completed at a final contract cost of $4,127,014.04 representing a 26 percent underrun. This was compensated by a large overrun in extra or contingency items covered by change order. The overall cost resulted in a 10 percent underrun from the total initial authorization.

RECEIVED
STATE HWY ENGR
NOV 2 '78
REFER TO
FOR
Info | Init | R-D | D-R | Sign | Act | File

11-21
of Hwys

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By [illegible] Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 11/20/78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8236-26

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — To be completed by Washington Headquarters Personnel

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	I-U-5-6(83)295	URBAN X / RURAL

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201 2706		DATE STARTED: July 26, 1973
20	FINAL CONSTRUCTION COST	DOL.	5,488,713		DATE COMPLETED: November 12, 1976
21	LENGTH OF PROJECT	MILES	6.300		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 85,245	GROSS EARNINGS 870,078	
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,772,093	
9	PETROLEUM PRODUCTS	GAL.	701,180	
1	CEMENT	BBL.	592	
2	AGGREGATES PURCHASED	TON.	10,772	
92	AGGREGATES PURCHASED	CU. YD.	1,496	
3	BITUMINOUS MATERIAL	GAL.	2,568,700	
4	LUMBER	THSD BD FT		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	32,834	
8	STRUCTURAL STEEL	LB.		
10	EXPLOSIVES	LB.		
11	READY-MIXED CONCRETE	CU. YD.	19,250	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	680	
15	AGGREGATES PRODUCED	TON	125,000	
95	AGGREGATES PRODUCED	CU. YD.		
16	MISCELLANEOUS STEEL	LB.	56,472	
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.	29,097	
19	BRIDGE RAIL	LIN. FT.		
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	70,122	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	101,283	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
	8	386
	10	3301
	12	6
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
	6	60,093
	8	3,163
26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error or omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

DIVISION FILE COPY 8236-26

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (cols 1–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	I-U-5-6(83)295	URBAN X / RURAL ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201 2706	
20	FINAL CONSTRUCTION COST	DOL.	5,488,713	
21	LENGTH OF PROJECT	MILES	6.300	

DATE STARTED: July 26, 1976

DATE COMPLETED: November 12, 1976

TOTAL NO. BRIDGES:

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

CARD B — 30 LABOR — TOTAL MAN HOURS: 85,245 — GROSS EARNINGS: 870,078

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,772,093
	9	PETROLEUM PRODUCTS	GAL.	701,180
	1	CEMENT	BBL.	592
CARD C	2	AGGREGATES PURCHASED	TON.	10,772
	92		CU. YD.	1,496
	3	BITUMINOUS MATERIAL	GAL.	2,568,700
	4	LUMBER	THSD BD FT	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	32,834
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	19,250
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	680
	15	AGGREGATES PRODUCED	TON	125,000
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	56,472
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	29,097
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	70,122
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	101,283

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (cols 48–52, 53–61, 62–70)

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM			
13	CONCRETE PIPE		
	8	386	
	10	3301	
	12	6	

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	
	6	60,093
	8	3,163

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

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Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

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Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

7236

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project I-U-5-6(83)295
W. Marquam-N. Tigard Section
Pacific Highway
Contract 8236

DATE: May 9, 1978

In reply refer to: FOE.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I have reviewed Mr. Keasey's May 1, 1978, request for acceptance. The documentation is incomplete with respect to Federal participation.

The Final Estimate does not reflect a credit to the project as a result of accepting nonspecification materials documented by Price Agreement No. 23. My July 8, 1977, memorandum suggested $500 be credited for Federal-aid purposes. The basis for accepting this material should also be covered in the Materials Certification.

The entry in the Final Estimate for State Force Order No. 8 does not reflect the $5,000 nonparticipating amount for fence construction. This should be corrected for accounting purposes.

The contract time for this project was specified in two units. It is difficult to establish the time accounting from the Final Estimate. The document does not state how much total time (Unit "b") was used. The specified times have been lightly corrected in pencil.

The entire set of Final Acceptance documents are returned herewith for correction and clarification.

for G. K. Hoosier
G. L. Green

Attachments

RECEIVED
STATE HWY ENGR
MAY 11 '78
REPLY TO
FILE

orig
Walt

8231

JAMES A. REDDEN
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

October 12, 1977

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Re: John Powelson, et ux v. State of Oregon
Multnomah County Case No. A-76-03-04154 (L-7317)
(L-7317) Contract No. 8236

Gentlemen:

As you know, the above mentioned case arose from the performance by your company of Contract No. 8236 with the Oregon Highway Division. Specifically, the complaint alleges that surplus materials from the highway project covered by your contract were disposed of on an adjacent property in a manner that damaged the plaintiff's property as alleged in their complaint. The complaint sought $50,000 in damages. By my letters of April 21 and April 26, 1976, the defense of plaintiff's claim and law action against the State was tendered to your company. Because you failed and refused to defend the State, the Oregon Highway Division had no alternative but to defend itself by utilizing the Attorney General's staff.

Under the terms of your contract, you became the owners of the excess materials at the point and time of excavation and were obligated to remove said material from the right of way and dispose of the same. You specifically agreed to be responsible for all damages caused by trespasses on the property of others. You also agreed to indemnify and save harmless the Highway Division, its officers and employes from all suits, actions or claims of this type.

I have been instructed by the Oregon Highway Division to demand payment of the Division's cost of defense and attorneys' fees for defending this claim. Those costs are set out on the attached statement and total $15,110.73. Please bring this matter to the attention of your liability insurance carrier and/or the bonding company that provided your performance bond on the above contract, and make arrangements for prompt payment. Your early response will be appreciated.

Sincerely,

/s/ Leslie B. Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

ksb
Enclosure
cc: H. S. Coulter, Walter Barrie, Roy T. Heinz, J2K Construction Corp.

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

TO: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Re: Powelson, et ux v. State; Contract No. 8236 (L-7317)

STATEMENT OF COSTS OF DEFENDING CLAIM
INCLUDING ATTORNEYS' FEES

Preliminary Title Report	$ 75.00
Appraisal Fees (Field Study-Report-Trial Prep.)	1,262.28
Engineering charges - Division Staff Personnel (Investigation of facts-Survey of subject property-Resident engineer preparing and taking deposition-Determining cost of cure to restore functionability-Preparation for trial on above issues.)	2,769.70
Deposition of plaintiff-Reporter fees	178.25
Bus for jury view	40.00
Attorneys' fees* (Investigations, pleadings, preparing and taking depositions, hearing, rehearing and supplemental hearing on motions for summary judgment with three supporting memoranda, preparation of witnesses for trial including field work, trial memorandum and conduct of trial to nonsuit).	10,785.50
TOTAL COSTS of defense including attorneys' fees	$15,110.73

* Attorneys' fees based on amount paid by Highway Division to Justice Department for legal services.

8231

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Co.

In accordance with your letter of October 3, 1977 the securities released on the following contracts, that have been finalled, will be applied to contract 8533:

Contract	Released
8222	$ 5,000
8236	10,000
8435	12,000
Total	$ 27,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

CC: J.C. Compton Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8236

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 10, 1977

J. C. Compton Company
P.O. Box 86
McMinnville, OR 97128

Gentlemen:

Re: Contractors Claim
Contract No. 8236
Bid Item 61
Adjusting inlets

The Claims Review Board has completed their consideration of the claim you presented to them September 29.

I have been instructed to advise you that based on the advice of Legal Counsel, the terms and provisions of Price Agreement No. 24 dated January 21, 1977 are controlling and the claim for adjustment in bid item 61 cannot be allowed.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fr

cc: H. S. Coulter
R. L. Schroeder
Marion Craft
Roy Heinz

OCT 11 '77
REFER TO
FOR
Info | Inves. | R/D | D/B | Sign | Act | File

8236

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews,
Gen. Loan Officer

Re: J.C. Compton Co.
Contract 8236

This contract has been finalled. The $10,000 deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8236

August 17, 1977

Mr. Emerson B. Page
J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Dear Mr. Page:

W. Marquam-N. Tigard Interchange
Contract No. 8236

This will acknowledge your August 8 letter requesting a meeting with our Claims Review Board. A key member of the Board has just started a three-week vacation. We will try to arrange a meeting time soon after Labor Day. Mr. John Bond will contact you further then.

Sincerely,

R. S. Coulter
State Highway Engineer

JAB:fr 1a

bc R. L. Schroeder
E. L. Hardt
John Bond

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86

McMINNVILLE, OREGON 97128

August 8, 1977

H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
129 Transportion Building
Salem, OR 97310

Re: W. Marquam-N. Tigard I.C.
OSHD Contract #8236

Dear Mr. Coulter:

We are requesting that we meet with the Claims Review Board concerning the above referenced project. We have been unable to resolve differences concerning quantity payments with regards to Item 61, Adjusting Inlets.

This matter has previously been reviewed and denied by the Resident Engineer, the Region Construction Engineer, and the Highway Construction Engineer.

Sincerely,

J. C. COMPTON CO.

By Emerson B. Page

EBP:cw
cc: Carroll T. Keasey
Marion Craft
Roy T. Heinz
Easy Pour Construction Co.

RECEIVED
STATE HWY ENGR
AUG 9 '77
REFER TO
John Bond
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Pls set up C.R.B. meeting.
(C.R.)

8236

8

July 25, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On July 20, 1977, we wrote to you concerning release of final payment on Contract No. 8236 awarded to J. C. Compton Co. for work on the W. Marquam Interchange-N. Tigard Interchange Section of the Pacific Highway in Multnomah County.

The total contract amount is $5,447,045.89 including $76,811.85 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
P. O. Box 1633
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8236

9

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 8, 1977

In reply refer to: A.6/OR

SUBJECT: Oregon I-U-5-6(83)295
W. Marquam-N. Tigard Sec.
Contract 8236 - P.A. 23

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to Mr. Bond's June 29, 1977, letter regarding acceptance of non specification joint seal material. I have reviewed the additional information and agree with your decision to accept the material; however, the contract performance specifications were not met.

Since the seal only achieved about two thirds of the specified compression, it would seem that some reasonable penalty should be assessed. One approach would be to reduce the payment by one third which would result in a penalty of approximately $500. Mr. Bond's letter does not reflect a reduction assessment by the State. Project records should include a $500 reduction on this item for Federal-aid reimbursement purposes.

for G. L. Green

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

Contract	Prior Allocation Amount	Prior Allocation Rec.#	Amount of Change	New Allocation Amount	New Allocation Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

8236

May 10, 1977

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Gentlemen:

We have reviewed your request for an extension of early phase time on Contract No. 8236 for work on W. Marquam Int.-N. Tigard Int. Section on the Pacific Highway in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 36 days is granted to delete all liquidated damages. This is an administrative decision taking into consideration the overall project was completed well ahead of the contract requirement and the favorable engineering costs incurred.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:fr ia

bc H. S. Coulter
C. T. Keasey
Robert Church
Roy Heinz
E. L. Hardt

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 3, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon Project I-U-5-6(83)295
W. Marquam-N. Tigard Sec.
Pacific Highway
Time Extension-Contract 8236

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur in your proposed extension of contract time as requested by Mr. Hunter's April 26, 1977, letter.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy/Keaser

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8236 Contractor J. C. Compton

Highway Pac. Hwy (I5)

Section West Marquam Inter. - N. Tigard Inter.

Kind of Work Grading, Paving, Barrier, Signing + Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 36-day extension of contract time because contractor completed the overall project well ahead of contract requirement and engineering cost underran.

Recommended for Approval:

Marion Craft
Regional Engineer

Hubert A. Bird
for Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deput State Highway Engineer

Contract No.	8236
Project designation	Federal (State-Federal)
Date awarded	June 17, 1975
Work started	July 7, 1975
Per cent completed	100% (Date)
No. of Workdays Allowed	360
No. of Workdays Used	396
No. of Added Workdays Requested	36

SP*67865-734

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 1, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 360 days to 396 days, within which to complete our Contract No. 8236, without the assessment of liquidated damages. The said contract is described as follows:

W. Marquam—N. Tigard Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(see attached letter to resident engineer)

Respectfully submitted,

J. C. Compton Co.
Contractor

By John C. Compton, President

CONSENT OF SURETY

Date March 3, 19 77

We, THE TRAVELERS INDEMNITY COMPANY

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren, Attorney-in-fact

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 [illegible] Resident Agent
Portland, Oregon
By Ethel Ure
Resident Agents For Oregon

(SEAL)

April 26, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension Request
W. Marquam Interchange-N. Tigard Interchange
FAP No. I-U-5-6(83)295
Contract No. 8236

Attached is the contractor's request for a 36-day extension of the early-phase time on this project. Some pertinent dates are:

Bids opened	June 12, 1975 (two bids)
Contract sent	June 24, 1975
Time count start	July 7, 1975
Work start	July 26, 1975
Early phase (360 calendar workdays)expired	October 4, 1976 (contract 99 percent completed)
Final completion	November 12, 1976 (36 days' liquidated damages at $300 per day)

When the contract time was set for this project, it was thought that the size and nature of the work under high volume traffic with some difficult staging would make the paving occur late in the second season. It was divided into the two phases in order to allow time in good weather for "E" mix paving which was expected to be about the last thing accomplished in 1977.

As actually performed, all paving was completed by July 20, 1976 and the contractor is correct in his statement that when the early-phase time expired (October 4, 1976) only some signing, minor cleanup and paving dam repair remained to be done. There are no late change orders of any significance which would justify early-phase time and the largest price agreement on the contract (in the amount of $86,200) is the one

which extended the paving limits on the south end of the project. Even including it, the paving was accomplished early and in good weather conditions.

It is difficult to cite a specific specification basis for granting the extension request, but we believe an administrative decision to do so is justified considering the early use of the full facility by the public and particularly, the fact that our engineering costs underran significantly on this project; a rarity, these days.

We ask your concurrence.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Walt Hart

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8236

Salem, Oregon
April 20, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: W. Marquam Int.-N. Tigard Int.
Contract No. 8236
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

J. C. Compton Company requests a 36-day extension of the early phase time on this project for no specific reason other than that they completed the overall project well ahead of the contract requirement. Some pertinent dates are:

Bids opened	June 12, 1975 (two bids)
Contract sent	June 24, 1975
Time count start	7- 7-75
Work start	7-26-75
Early phase (360 CWD) expired	10- 4-76 (Contract 99% completed)
Final completion	11-12-76 (36 days liquidated damages at $300 per day)

When the contract time was set for this project, it was thought that the size and nature of the work under high traffic with some difficult staging would make the paving occur late in the second season. It was divided into the two phases in order to allow time in good weather for "E" mix paving which was expected to be about the last thing accomplished in 1977.

As actually performed, all paving was completed by July 20, 1976 and the contractor is correct in his statement that when the early phase time expired (10-4-76) only some signing, minor cleanup and paving dam repair remained to be done. There are no late change orders of any significance which would justify early phase time and the largest price agreement on the contract is the one that extended the paving limits on the south end of the project in the amount of $86,200.00. Even including it, the paving was accomplished early and in good weather conditions.

It is difficult to cite a specific specification basis for granting the extension request, but I agree with the field recommendations that we should do so considering the early use of the full facility by the public and particularly the fact that our engineering costs underran significantly on this project; a rarity these days.

I believe under these circumstances, we should send it to FHWA for concurrence, however, and rough draft letters for that purpose and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED STATE HWY ENGR
APR 25 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

PHONE: 472-4155
AREA CODE 503

P. O. BOX 86

McMINNVILLE, OREGON 97128

March 1, 1977

Roy Heinz, Resident Engineer
Oregon State Highway Division
3708 S. E. 92 Avenue
Portland, Oregon 97266

RE: W. Marquam--N. Tigard Intchge.
Pacific Highway (I-5)
Contract #8236

Dear Sir:

Please consider this letter as part of our request to the Oregon State Highway Commission for additional work days on the referenced project.

The contract gave us two schedules of work days. A total of 525 calendar workdays were allowed for the complete job. We used 396 of these allowable days and had 129 unused days.

The other schedule indicated that we should complete everything but the "E" Mix within 360 calendar workdays. We completed everything but the signing and some minor cleanup and paving dam repair. Although the "E" Mix was completed within less than the 360 days, the signing etc. overran 36 days.

We feel that the job was expeditiously pursued and quality work resulted. The traveling public was not impaired, in fact, the public was given full use of the freeway sooner than the 525 workdays allowed. The full use of the freeway was given to the public a season sooner than the schedules required. The purpose of the two schedules were realized.

Your favorable action to this time extenstion is requested.

Sincerely,

J. C. COMPTON CO.

By: Emerson B. Page

RESIDENT ENGINEER
RECEIVED
MAR 8 1977
Noted RE

EBP:ca

Enclosure

8526

1⅝

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon I-U-5-6(83)295
W. Marquam-N. Tigard
Pacific Highway
Contract 8236, SFO #8

DATE: March 23, 1977

In reply refer to: 1041A.6

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

State Force Order No. 8, as submitted with Mr. Keasey's March 17, 1977, memorandum has been reviewed. The order covers three items (Inlet adjustment, Replace Arborvitae and Replace R/W fence) resulting from job conditions.

I agree that the inlet adjustment is an eligible item and that failure to adjust all inlets during construction is understandable under the hazardous working conditions. Since no definition is included regarding the number and location of arborvitae to be replaced, I cannot visualize the need. More information is necessary to support Federal funding of this item. The R/W fence is considered to be the result of an avoidable error during design and/or construction and is not eligible for Federal participation. Action on this order will be detained pending receipt of added information on the arborvitae.

G. K. Hansen
G. L. Green

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-1103

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8236

Order No. 8

Section West Marquam Int. - N. Tigard Int.

Date March 17, 19 77

Highway Pacific, I-5

County Multnomah

F.A.P. No. I-U-5-6(83)295

Prefix 626-1048 Account No. 270-08

Description of Work To Be Done:

Signing for northbound S.W. Terwilliger Curves. Relocate sign "LEWIS & CLARK COLLEGE NEXT RIGHT" from S.W. Spring Garden Road O'Xing to S.W. 19th Avenue O'Xing and remove 55 MPH speed signs on S.W. 19th Avenue structure. Install lighted sign "CURVES AHEAD, SLOW-50 MPH" at S.W. Spring Garden O'Xing with two 12" flashers 20' apart and remove conflicting 55 MPH ground mounted speed sign. Install wood post mounted freeway curve symbol sign.

Location by Station Numbers:

Station "LN" 249+50 - ground mounted curve symbol sign
Station "LN" 266+00 - ground mounted 55 MPH speed sign
Station "LN" 269+00 - SW 19th Avenue O'Xing
Station "LN" 275+00 - SW Spring Garden Road O'Xing

Estimate of Quantities and Costs:

Relocate "LEWIS & CLARK COLLEGE NEXT RIGHT" sign and remove structure mounted 55 MPH speed signs---------- $ 1,500.00
Mount "CURVES AHEAD, SLOW-50 MPH" sign and remove ground mounted 55 MPH speed sign

Materials----------	$ 1,550.00
Labor----------	450.00
Equipment Rental----------	250.00
Traffic Handling----------	200.00
Install freeway curve symbol sign---	150.00
Total----------	$ 4,100.00

Explanation:

Adequate advanced signing is required for the northbound lanes of the SW Terwilliger Curves for the safety of the motoring public. The recent contract has been completed requiring the work to be done by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 6,416,607.26
Present estimate of project cost, including $ 4,100 for work under this order	$ 5,970,147.69
Expected under-run ~~XXXXXXX~~ (amount)	$ 446,459.57
Expected under-run ~~XXXXXXX~~ (per cent)	6.96

Space to right of this line is for use of Salem Office

Submitted by: Paul W. Wilcox
By: Shift Mgr. -Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: 3-28-77 Construction Engineer

SP*79402-734

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

March 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary

$ 25,000	146108	-0-	$ 25,000	146108
100,000	146129	-0-	100,000	146129
73,000	150120	-0-	73,000	150120
100,000	150202	-0-	100,000	150202
285,000	150291	(285,000)		
-0-		62,500	62,500	152162
$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by _____
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

[illegible]
W. HEAD

March 2, 1977

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

Reference is made to your letter of February 24, 1977, concerning the J. C. Compton Co. Contract No. 8236 in Multnomah County.

Attached is a copy of the contract and bond. This project was completed on November 12, 1976, but has not yet been accepted by the State.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Attachments

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

February 24, 1977

Mr. Cecil Head
Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Department
Contract No. 8236--West Marquam
Bridge to North Tigard

Dear Mr. Head:

We are attorneys for Sealant Systems, Inc. and would appreciate your furnishing us with a copy of the prime contract signed and filed, as well as a copy of the payment and performance bond posted by J. C. Compton and its payment and performance bond surety in connection with the referenced project. I also would appreciate your advising me when this project was accepted by the affirmative action of the Highway Division.

If there are any costs involved in providing this material, please enclose your billing with the requested documents, and we will remit promptly.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

RECEIVED
HEAD

Form A-105 (Rev 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8236

APPLYING TO CONTRACT PROJECTS

Order No. 8 F 8

Section W. Marquam Int. - N. Tigard Int. Date Feb. 22, 1977

Highway Pacific F.A.P. No. I-U-5-6(83)295

County Multnomah Prefix 626-1048 Account No.

Description of Work To Be Done:

Adjust low inlets, construct Type III R/W fence and replace Arborvitae.

Location by Station Numbers:

Entire project.

Inlet adj. $3,000
Replace Arborvitae $3,000.
Total $ 6,000

Estimate of Quantities and Costs:

Inlet Adjustment	Labor	$2,000.00	Replace Arborvitae	Labor	$1,200.00
	Material	700.00		Material	1,550.00
	Equip	300.00		Equip.	250.00
	Total	$3,000.00			$3,000.00

Type III R/W Fence - 1,025 Lin. Ft. @ 4.88/FT = $5,000.00

Not eligible for FA Participation

~~$3,000.00~~
~~$3,000.00~~
~~$5,000.00~~
Grand Total ~~$11,000.00~~

Explanation: Low inlets were inadvertently over-looked in extremely heavy traffic and night paving. No bid item for R/W fence or Arborvitae and need for same was not apparent until after contractor had completed contract work and left the area. Contractor was not interested in coming back to do this additional work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 6,416,607.26
Present estimate of project cost, including $ 11,000.00 for work under this order	$ 5,977,047.69
Expected under-run (amount)	$ 439,559.57
Expected under-run (per cent)	6.85

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz — Roy T. Heinz, Resident Engineer

Approval Recommended: Warren Gale, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP-72830-

8236

15

February 16, 1977

Mr. James C. Niedermeyer
Attorney at Law
Executive Building
Portland, OR 97204

Dear Mr. Niedermeyer:

As requested in your letter of February 10, we are forwarding to you the following information on Contract No. 8236:

Copy of contract for work on the W. Marquam Interchange-N. Tigard Interchange Section of the Pacific Highway in Multnomah County

Special provisions and supplemental standard specifications for highway construction

Plans of project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

JAMES C. NIEDERMEYER
ATTORNEY AT LAW
EXECUTIVE BUILDING
PORTLAND, OREGON 97204
222-6496

February 10, 1977

Mr. Cecil Head
Oregon State Highway Department
121 Transportation Building
Salem, Oregon 97310

Re: Contract # 8236
Oregon State Highway Dept.

Dear Mr. Head:

Please refer to my telephone conversation with you of February 9, 1977 in connection with the above matter.

Our office represents J.V.I. Incorporated of Auburn, Washington in connection with work and materials performed on this job.

I would appreciate it if you would forward to me the following:

1. Contract between J.C. Compton and Oregon State Highway Department
2. A copy of the general conditions
3. Supplemental copy of general conditions
4. Any drawings in connection with this project.

Thank you for your courtesy in this regard.

Very truly yours,

NIEDERMEYER & BEWLEY

James C Niedermeyer

James C. Niedermeyer

JCN/ss
cc: J.V.I. Inc.

RECEIVED
FEB 11 19..
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

5-2-6

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: W. Marquam Int. - N. Tigard Int.	SECTION: W. Marquam Int. - N. Tigard Int.	WEEK ENDING: January 29,1977
CONTRACTOR: J. C. Compton Co.	HIGHWAY: Pacific	SECTION PREFIX: 626-1048
DATE OF CONTRACT: June 17,1975	KIND OF WORK: Grading, Paving, Barriers, Signing & Illum.	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	CONTRACT NUMBER: 8236	FEDERAL AID PROJECT NUMBER: I-U-5-6(83)295
PROJECT AUTHORIZATION: $6,416,607.26	DATE WORK STARTED: July 26,1975	ESTIMATED COMPLETION DATE: Nov. 12,1976 ~~September 30,1976~~
EXCLUSIVE OF ENGINEERING: $5,960,315.19	SPECIFIED WORK DAYS: Work a-360,b-525	WORK DAYS USED: Work 399
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,455,731	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9 %	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 111
	ENGINEERING AUTHORIZATION: $456,292.07	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $336,775	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION: 74 %	DATE PROJECT WAS COMPLETED: Nov. 12,1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
100	100	100	100	100	Barrier 100	Signing 100 Illum 100 Retaining Walls 100

	GRADING	SURFACING	Lime Treated Subgrade	Class B or C Asphalt	Conc. Paving
MILES IN PROJECT	1.88	0.24	0.75	5.96	0.75
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED	1.88	0.24	0.	5.96	0.75
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,980 CY	9,000 T	7,350 SY	112,500 T	23,580 SY
TOTAL QUANTITIES CORRECTED TO DATE	21,510 CY	10,150 T	0	106,550 T	7,225 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,510 CY	10,150 T	0	106,550 T	7,225 SY
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair	0	0	
MONDAY 24	"	0	0	
TUESDAY 25	"	0	0	
WEDNESDAY 26	"	0	0	
THURSDAY 27	"	0	0	
FRIDAY 28	"	0	0	
SATURDAY 29		0	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JAN 31 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Jan 23	No activity this week.
MONDAY Jan 24	
TUESDAY Jan 25	Submitted P.A. #24, adjustment of item #23, underrun of underseal asphalt.
WEDNESDAY Jan 26	
THURSDAY Jan 27	
FRIDAY Jan 28	
SATURDAY Jan 29	

REMARKS

Summary: Work continueing on semi final.

SIGNED Roy T. Heinz — LOCATION Portland

Roy T. Heinz, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

8236

OREGON STATE HIGHWAY DIVISION

January 12, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathew s
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of •

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
8199	62,000			
8222	22,000			
8236	5,000			
8388	118,000			
8383	27,000			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-888 7/73

Customer Copy

8236

4⁵

OREGON STATE HIGHWAY DIVISION

December 15, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

U.S. National Bank
PO Box 600
McMinnville, OR 97128

Attention: Dan R. Ebert
Operations Officer

Re: J.C. Compton Co.
Contract 8236

Retainage requirements on our contract 8236 with J.C. Compton have been reduced to $50,000. Therefore, $215,500 in deposits in lieu of retainage on this contract may be released to the contractor or transferred to our other contracts with the Compton Co.

We enclose safekeeping receipt 150267 covering matured TCD 270142. We received safekeeping receipt 150286 with no changes in allocation to J.C. Compton contracts.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: J.C. Compton

bc: C. Barrett
R. Church
C. Head

NOTED
W. HE...

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150286

Branch McMinnville No. 017

DATE Dec. 10, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$440,500.00 U. S. Bank Savings Cft. #284021 dtd 12-10-76 due 1-10-77
5.0% in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #270142)
in lieu of retainage for

job #8146	$26,000	#8383	$12,000	Funds in this certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division
8199	62,000	8384	15,000	
8222	22,000			
8236	220,500			
8388	83,000			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

Dec. 10, 1976

Finance Branch
Oregon State Highway Division
Salem, OR 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #150286 covering savings certificate #284021 for $440,500.00. This renews certificate #270142, and there was no change in retainage.

Very truly yours,

Dan R. Ebert
Operations Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8236

December 8, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. COmpton
Contracts 8146, 8222, 8236

Please find enclosed safekeeping receipt 146087, covering City of Hermiston bonds 60/68, $9,000 and 146007, covering City of Lake Oswego bonds 1-8, $36,714.63.

I overlooked the portion of your October 29, 1976 letter to us stating that you were sending these bonds for collection.

This transaction will result in a $7,000 decrease in deposits on contract 8146, a $11,000 decrease on contract 8222, and a $27,714.63 decrease on contract 8236.

V.E. Skoog

By _____
Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

JHP:mm

8236

1

OREGON STATE HIGHWAY DIVISION

November 5, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00	—	83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By _____
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓ R. Cchurch C. Barrett

8236

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-75-211		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 3	11-28-76	Project Number: I-U-5-6(83)295

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	449,505-U ~~$5,752,527-I~~	449,505-U ~~$5,752,538-I~~
Federal funds	351,467-U ~~$5,308,431-I~~	385,675-U ~~$5,308,431-I~~
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata on urban extension portion to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $63,830 in urban extension funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, ORegon October 15, 1976

Federal Aid Project
No. I-U-5-6(83)295

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code 6706			
Roadway (Urban Extension)(Sta. 123+00 to Sta. 384+25)			
Total same as previous estimate of April 29, 1976			$449,505.00
Type Code 6201			
Roadway Safety (Interstate)(Sta. 384+25 thru Equa. 418+27.98 = 22+65.28 to Sta. 60+00)			
Previous Estimate of April 29, 1976			---
Additional Approved Work			
PA 16 Protection and Direction of Traffic	Lump Sum		$ 5,000.00
PA 16 Class "C" A.C. Mixture	8,000 ton	10.15	81,200.00
	Subtotal		$ 86,200.00
	Engineering		8,620.00
	TOTAL		$ 94,820.00
Type Code 6706			
Roadway Safety (Interstate)(Sta. 123+00 to Sta. 384+25)			
Total same as previous estimate of April 29, 1976			$1,171,870.00
Type Code 6706			
Roadway Paving (Interstate)(Sta. 123+00 to Sta. 384+25)			
Subtotal and previous estimate of April 29, 1975			$4,164,234.00
Previous Estimate			
Flagmen	8,500 hour	15.00	127,500.00
Portland Cement Additive In Class "E" Mix.	205 ton	60.00	12,300.00
Asphalt in Tack Coat	180 ton	120.00	21,600.00
Special Filter Material in Drains	9,750 cu.yd.	15.00	146,250.00
			$ 307,650.00
Revised Estimate			
Flagmen	4,500 hour	15.00	67,500.00
Portland Cement Additive in Class "E" Mix.	118 ton	60.00	7,080.00
Asphalt in Tack Coat	130 ton	120.00	15,600.00
Special Filter Material in Drains	8,752 cu.yd.	15.00	131,280.00
			$ 221,460.00
	Decrease		(86,190.00)
	Subtotal		$4,078,044.00
	Engineering		407,804.00
	TOTAL		$4,485,848.00

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
-2-

Length of Project	(Code 6706) - - - - - -	4.948 miles
" " "	(Code 6201) - - - - - -	1.352 "
	TOTAL	6.300 miles

Cost of Roadway Per Mile	(6706)	(Interstate Safety) - - - - -	$236,837.10
" " " " "	(6706)	(Interstate Paving) - - - - -	906,591.55
" " " " "	(6201)	(Interstate Safety) - - - - -	70,133.14
" " " " "	(6706)	(Urban Extension) - - - - -	90,845.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban Extension)	$ 449,505.00	$ 385,675.00*	$ 63,830.00
Roadway (Interstate Safety 6201)	94,820.00	87,490.00	7,330.00
Roadway (Interstate Safety 6706)	1,171,870.00	1,081.401.00	90,469.00
Roadway (Interstate Paving 6706)	4,485,848.00	4,139,540.00	346,308.00
TOTAL	$6,202,043.00	$5,694.106.00	$507,937.00

Group 1 - 94% (Interstate)
Group 2 - 6% (Urban Extension)
Contract No. 8236
Prefix: 626-1048

* Increase federal aid pro rata To 85.8%

8236

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-108 & 5-109		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 2		Project Number: I-U-5-6(83)295

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	U 449,505 $ I 5,752,527	U 449,505 $ I 5,752,527
Federal funds	U 351,467 $ I 5,308,527	U 449,505 $ I 5,752,527
Other revisions		

This modification is made for the following reasons:

The project agreement executed July 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ U 98,038 - I 444,096.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

6236

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 5-90
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-14-76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Multnomah

Project Number: I-U-5-6(83)295

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	U 449,505 $I 5,723,310	U 449,505 $I 5,752,527
Federal funds	U 351,467 $I 5,281,469	U 351,467 $I 5,308,431
Other revisions		

This modification is made for the following reasons:

To include approved additional work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 29, 1976

Federal-Aid Project
No. I-U-5-6(83)295

W. Marquam Intchge.-N. Tigard Intchge. Section
Pacific Highway
Multnomah County

Revised Project Agreement Estimate.

Type Code 6706 Roadway (Urban Extension)(Sta. 123+00 to Sta. 384+25)			
Total same as previous estimate of July 7, 1975			$ 449,505.00
Type Code 6706 Roadway Safety (Interstate)(Sta. 123+00 to Sta. 384+25)			
Total same as previous estimate of July 7, 1975			$1,171,870.00
Type Code 6706 Roadway Paving (Interstate)(Sta. 123+00 to Sta. 384+25)			
Subtotal on previous estimate of July 7, 1975			$4,137,673.50
PA #1 Type 1 Mono-Directional Traffic Buttons	3,250 only	2.53	$ 8,222.50
PA #1 Type 2 Non-Ref Traffic Buttons	16,000 only	1.01	16,160.00
Capital Highway Water District Utility Adjustment	All Required		2,178.00
			$ 26,560.50
	Subtotal		$4,164,234.00
	Engineering		416,423.00
	Total		$4,580,657.00

Length of Roadway - - - - - - - - - - - 4.948 Miles

Cost of Roadway Per Mile (Interstate)(Safety) - - $236,837.10
(Interstate)(Paving) - - $925,759.29
(Urban Extension) - - - $ 90,845.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban Extension)	$ 449,505.00	$ 351,467.00	$ 98,038.00
Roadway (Interstate)(Safety)	1,171,870.00	1,081,401.00	90,469.00
Roadway (Interstate)(Paving)	4,580,657.00	4,227,030.00	353,627.00
Total	$6,202,032.00	$5,659,898.00	$ 542,134.00

Group 1 94% Group 2 6%

Contract No. 8236

Prefix 626-1048

8224

STATE COPY

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-37 & 7-38	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 7-17-75 **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE: OREGON COUNTY: Multnomah PROJECT NO.: I-U-5-6(83)295

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Jct. SR 99W, N.W. 4.95 mi. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	5-14-75	4.948

FUNDS U- 78.19%
I- Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ U - 449,505 I - 5,723,310	U - 351,467 I - 5,281,469

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 7, 1975

Federal-aid Project
No. I-U-5-6(83)295

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 6706
Roadway (Urban Extension)(Sta. 123+00 to Sta. 384+25)

Mobilization	All Req. (1%)		$ 5,481.00
Temporary Protection and Direction of Traffic	All Req. (3%)		5,160.00
Flagmen	500 hour	15.00	7,500.00
Drilling Holes	22,000 only	2.00	44,000.00
Underseal Asphalt	2,100 ton	165.00	346,500.00
	Subtotal		$ 408,641.00
	Engineering		40,864.00
	Total		$ 449,505.00

Type Code 6706
Roadway Safety (Interstate)(Sta. 123+00 to Sta. 384+25)

Mobilization	All Req. (25%)		$ 137,025.00
Temporary Protection and Direction of Traffic	All Req. (25%)		43,000.00
Clearing and Grubbing	All Req.		117,500.00
Removal of Structures and Obstructions	All Req.		2,000.00
General Excavation	18,980 cu.yd.	5.00	94,900.00
Trench Excavation	13,830 cu.yd.	12.00	165,960.00
Finishing Roadbed and Slopes	All Req.		2,000.00
Furnishing and Placing Topsoil	1,505 cu.yd.	5.00	7,525.00
Watering	200 M-gal.	6.00	1,200.00
Structure Excavation	1,450 cu.yd.	12.00	17,400.00
Special Wall Backfill	730 cu.yd.	10.00	7,300.00
1" - 0 Aggregate Base	9,000 ton	5.35	48,150.00
Lime Treated Subgrade	7,350 sq.yd.	0.65	4,777.50
Lime for Treated Subgrade	85 ton	60.00	5,100.00
Weep Hole Drains	158 only	5.00	790.00
Drilling Weep Holes	11 only	10.00	110.00
Guard Rail, Type 1	63 lin.ft.	3.80	239.40
Guard Rail, Type 2A	13,600 lin.ft.	5.70	77,520.00
Guard Rail, Type 2A with 8-Ft. Posts	1,175 lin.ft.	7.70	9,047.50

Guard Rail, Type 3	113 lin.ft.	15.00	$ 1,695.00
Metal Median Barrier Connection	65 lin.ft.	18.00	1,170.00
Guard Rail Anchors, Type 1	11 only	340.00	3,740.00
Guard Rail Anchors, Type 2	23 only	300.00	6,900.00
Rail End Pieces, Type A	24 only	13.00	312.00
Rail End Pieces, Type C	11 only	130.00	1,430.00
CL-6 Chain Link Fence	600 lin.ft.	7.25	4,350.00
Concrete Barrier, Standard	10,245 lin.ft.	14.00	143,430.00
Concrete Barrier, Nonstandard	980 lin.ft.	17.50	17,150.00
Roadside Seeding and Mulching	3 acre	750.00	2,250.00
Adjust Impact Attenuators	All Req.		5,200.00
Signing			
Removal of Existing Sign Installations	All Req.		
Painted Wood Sign Posts	All Req.		700.00
Sign Support Footings	All Req.		1,500.00
Breakaway Sign Posts	All Req.		7,000.00
Cantilever Sign Structure at Sta. 375+60 Rt.	All Req.		3,400.00
Cantilever Sign Structure at Sta. 376+00 Lt.	All Req.		12,750.00
Exit Number Sign Supports	All Req.		13,600.00
Type "A" Signs in Place	443 sq.ft.	14.00	2,600.00
Type "D" Signs in Place	76 sq.ft.	7.00	6,202.00
Move and Modify Existing Signs	All Req.		532.00
Sign Illumination Equipment	All Req.		2,600.00
	All Req.		2,506.00
Illumination			
Foundations			
Frangible Aluminum Transformer Bases	21 only	420.00	8,820.00
Relocate Existing Light Pole to New Location	73 only	260.00	18,980.00
Relocate Existing Control Cabinet	15 only	330.00	4,950.00
Roadway Light Pole and Bracket Arm	5 only	665.00	3,325.00
Luminaire and Ballast	6 only	989.00	5,934.00
Conduit, Switching, Wiring, Etc.	6 only	593.00	3,558.00
	All Req.		27,508.00
			$1,055,636.40
Additional Items			
Temporary Erosion Control	All Req.		$ 2,500.00
On-the-Job Trainees (9 @ $800)	All Req.		7,200.00
			$ 9,700.00
Subtotal			$1,065,336.40
Engineering			106,533.60
Total			$1,171,870.00

Type Code 6706

Roadway Paving (Interstate)(Sta. 123+00 to Sta. 384+25)

Mobilization	All Req. (74%)		$ 405,594.00
Temporary Protection and Direction of Traffic	All Req. (72%)		123,840.00
Temporary Signs	1,410 sq.ft.	5.00	7,050.00
Temporary Barricades	16 only	150.00	2,400.00
Temporary Plastic Safety Markers	18 only	200.00	3,600.00
Sequential Arrow Signs	2 only	2,500.00	5,000.00
Neon Advance Warning Signs	2 only	4,000.00	8,000.00
Temporary Illumination	All Req.		20,000.00
Flagmen	8,500 hour	15.00	127,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	112,500 ton	7.90	888,750.00
Class "E" Asphalt Concrete Mixture	20,600 ton	10.90	224,540.00
Asphalt Cement in Mixture	8,720 ton	85.00	741,200.00
Portland Cement Additive in Class "E" Mixture	205 ton	60.00	12,300.00
Asphalt in Tack Coat	180 ton	120.00	21,600.00
High Strength Concrete	23,580 sq.yd.	20.00	471,600.00
Early Set Concrete	1,300 sq.yd.	25.00	32,500.00
Concrete Pavement Anchors	144 lin.ft.	35.00	5,040.00
Concrete in Walls	620 cu.yd.	300.00	186,000.00
Reinforcement in Walls	30,310 lb.	0.75	22,732.50
8-inch Sewer Pipe	470 lin.ft.	4.50	2,115.00
10-inch Sewer Pipe	3,240 lin.ft.	6.00	19,440.00
12-inch Sewer Pipe	8 lin.ft.	12.00	96.00
18-inch Sewer Pipe	20 lin.ft.	22.00	440.00
Concrete Inlets, Type G	41 only	500.00	20,500.00
Concrete Inlets, Type G-1	60 only	600.00	36,000.00
6-inch Drain Pipe	58,983 lin.ft.	3.00	176,949.00
8-inch Drain Pipe	2,986 lin.ft.	4.50	13,437.00
Special Filter Material in Drains	9,750 cu.yd.	15.00	146,250.00
5-inch Concrete Surfacing	1,100 sq.yd.	10.00	11,000.00
Concrete Curbs	1,750 cu.yd.	100.00	175,000.00
Concrete Islands	260 cu.yd.	75.00	19,500.00
Adjusting Manholes	105 only	300.00	31,500.00
Adjusting Inlets	198 only	250.00	49,500.00
Capping Inlets	9 only	200.00	1,800.00
Membrane Waterproofing, Bridge 8193	1,385 sq.yd.	10.00	13,850.00
Membrane Waterproofing, Bridge 8195	2,790 sq.yd.	10.00	27,900.00
Membrane Waterproofing, Bridge 8197	4,490 sq.yd.	10.00	44,900.00

Membrane Waterproofing, Bridge 8203	1,625 sq.yd.	10.00	$ 16,250.00
Expansion Joint and Paving Dam	175 lin.ft.	40.00	7,000.00
			$4,122,673.50
Additional Items			
Permanent Pavement Striping (S.F.)	All Req.		$ 5,000.00
Stage Construction Striping (S.F.)	All Req.		10,000.00
			$ 15,000.00
	Subtotal		$4,137,673.50
	Engineering		413,766.50
	Total		$4,551,440.00

Length of Roadway - - - - - - - - - - - - - - - - - 4.948 Miles

Cost of Roadway Per Mile (Interstate)(Safety) - - $236,837.10
(Interstate)(Paving) - - 919,854.48
(Urban Extension)- - - - 90,845.79

Retained in Program Status

Furnish Additional Lime	All Req.	$ 1,000.00
Place Temporary Aggregate Berms	All Req.	5,000.00
Adjust Sprinkler Systems	All Req.	4,000.00
Variable Message Signs	All Req.	50,000.00
Traffic Marker Buttons	All Req.	22,000.00
	Subtotal	$ 82,000.00
	Engineering	8,200.00
	Total	$ 90,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban Extension)	$ 449,505.00	$ 351,467.00	$ 98,038.00
Roadway (Interstate)(Safety)	1,171,870.00	1,081,401.00	90,469.00
Roadway (Interstate)(Paving)	4,551,440.00	4,200,068.00	351,372.00
Subtotals	$6,172,815.00	$5,632,936.00	$539,879.00
Retained in Program	90,200.00	83,236.00	6,964.00
Totals	$6,263,015.00	$5,716,172.00	$546,843.00

Group 1 - 94% Group 2 - 6%
Contract No. 8236
Prefix: 626-1048

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

Nonparticipating - State Work

State Responsibility for Damages	All Req.	$ 10,000.00

8236

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 19, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Tigard Interchange
Pacific Highway
Multnomah County

TO: E. L. Hardt
Region 1 Engineer

NOTED
E. S. HUNTER

Attached are copies of two letters covering medain barrier at the subject interchange. Mr. Hunter's note says go ahead and the Fed letter approves our interchange design.

Please provide the necessary data to proceed to contract on the median barrier as proposed in your August 24th letter to Mr. Hunter.

DNS:az
cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
OCT 20 '76
REFER TO
FOR
Insp. | Insp. | R/D | D/R | Surv. | A.L. | File

503-234-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 30, 1976

FILE:

FROM: O. H. Versteeg
Road Design Engineer

SUBJECT: Concrete Median Barrier
N. Tigard Interchange
Pacific Highway
Multnomah County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Ed Hardt's letter of August 24 proposed the installation of concrete median barrier through the N. Tigard Interchange. Our plan for this interchange retains the existing highway alignment so any barrier installed would be on a permanent basis. We heartily agree with Mr. Hardt that the concrete barrier should be installed as soon as possible.

It is interesting to note how the accident picture has changed at this interchange since the 55 mph speed limit came into effect. We checked the accidents for a 34 month period prior to the 55 speed and 31 months since. There were 83 accidents before and 23 after. Sixteen median and 5 guardrail hits before and 5 median and 2 guardrail hits after. This is a dramatic drop in accidents which we feel can only be attributed to the reduced speed. This strengthens our case for retaining the highway alignment through the interchange as we now propose.

Versteeg ✓
Olson
Swenson
Scott
Square
Trout

RECEIVED
OCT 15 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

DNS:az
cc: Ed Hardt

RECEIVED
STATE HWY ENGR
OCT 4 '76
RETURN TO
FOR

10-15-76

noted
EKK

Hal

If we are sure Feds approve retaining existing alignment and barrier installation for I-money, go ahead.

Ed.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 7, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project I-5-5(-)293
North Tigard Interchange Design

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg's June 15, 1976 letter submitted your proposal to reconstruct I-5 to six lanes through the N. Tigard Interchange on the existing alignment and preserving the existing structures. Such a design would result in lateral clearances below minimum Interstate standards of approximately 4 feet on the right and one-half foot on the left through the existing structures. Horizontal alignment and other design features would meet or exceed design standards.

Your proposed exception to minimum Interstate standard lateral clearances is approved. There is a lack of definitive adverse operational experience on the existing alignment to support the more costly and disruptive design.

The preliminary layout sheet dated June 1976 has our tentative approval for use in further project development.

REFERRED TO
Beard ___ Reed ___
Cole ___ ✓ Sample ___
Eriksen ___ Watson ___
Hager ___ Wolfe ___
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

for G. L. Green

Versteeg ✓
Olson ✓
Scott
Swenson
Savage
Trout

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

NOTED
E. HUNTER

Requires Reply
Requires Approval
Receive Keep
Do not file
Return To
Other

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8236

OREGON STATE HIGHWAY DIVISION

October 1, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured.. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

150247

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE 9/20/76

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

For The Account of
Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 270020 dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of Cert. No. ZSX 256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by this reference hereto, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8936 176

NARRATIVE ANALYSIS

The West Marquam Interchange-North Tigard Interchange Section of the Pacific Highway (Interstate 5) was constructed under six separate contracts between 1957 and 1963. The respective units and project numbers were as follows: Harbor Drive-S.W. Lowell St. Unit (Grading and Paving), I-5-6(12) 300; S.W. Lowell St.-S.W. 21st Ave. Unit (Grading), I-303(21); S.W. Lowell St.-S.W. 11th Ave. Unit (Paving), I-5-6(5)298; S.W. 14th Ave.-Washington County Line Unit (Grading, Paving and Structures), I-303(17); S.W. 11th Ave.-Tigard Interchange Unit (Paving), I-5-6(13)295; and the Tigard Interchange Unit (Grading, Paving and Structures), I-303(17).

The field location data for an uncurbed four lane facility was prepared in the early nineteen fifties. Following enactment of the National Highway Act of 1956, the design premise was modified to provide for six through traffic lanes. To accommodate the expanded roadway section within the high cost right-of-way, a curbed section was employed. Retaining walls and slopes of 1-1/2:1 were frequently required to minimize disturbance of stabilized slopes and avoid further right-of-way takings.

Using a temporary connection to Barbur Blvd., the southerly unit from S.W. 14th Ave. to Washington County Line was opened to traffic in late 1961. The remaining units north to Harbor Drive were completed and opened to traffic in late 1963. It is now and will continue to be in the near foreseeable future the primary route of all north-south through interstate traffic in addition to the high volume urban Portland traffic. Relief through completion of Interstate Route 205 does not appear imminent.

The originally projected design year ADT of the facility has already been exceeded by approximately 5% in this, its tenth year of operation. It was anticipated by the completion of I-205 that one particularly important direct benefit would be realized. This was the diversion of a major portion of the heavy through truck traffic, particularly the large percent of five axle trucks which are contributing so much to the deteriorating condition of the subject section's outside lanes. Lanes whose roughness and poor rideability have affected traffic distributions and speeds in the adjacent lanes with critical safety implications.

A visual study conducted in July, 1971, revealed the following conditions: North or inbound lanes (A.M. peak) #1, 1,149 vehicles, 40 mph; #2, 1,811 vehicles, 53 mph; and #3, 2,031 vehicles, 54 mph. The south or outbound lanes (P.M. peak) reflected a similar, though not as pronounced, disparity in vehicle distribution: Lane #1, 1,253 vehicles, 33 mph; Lane #2, 1,563 vehicles, 41 mph; and Lane #3, 1,964 vehicles, 49 mph. The generally slower speeds in the southbound lanes is attributable to the long successive uphill gradients. The total rise/fall in the section's five miles is 787 feet with a net gain southbound of 325 feet. It should be noted here that despite the long steep gradients ranging from 3.5 percent to over 5 percent, heavy truck traffic is not confining itself to the outside lanes. It is instead utilizing all three lanes with heavy emphasis on the number 2 lanes, with buses and lighter trucks frequenting the number 3 or median lanes.

Resultant from the above-described condition is an excessive amount of lane changing and accelerated passing speeds. Reflecting the poor safety factor thus created for the section is a twelve month accident study ending July 31 of this year with 202 accidents of record. Demonstrating the improper truck use of the inner lanes was a recent incident wherein the tractor unit of a heavy transport, jackknifing on the low skid resistant pavement, mounted the GM type concrete median barrier and slid a considerable distance transversely along the barrier top. Examination of the concrete barrier indicates the occurrence of an appreciable number of other skidding impacts which have gone unreported.

One accepted cause for the poor record of operational skid resistance is the unforeseen and excessive pavement wear by studded tires. This has resulted in noticeable rutting of the pavement thereby creating pavement surface drainage flow concentrations. In a region of heavy rainfall, the combination of factors has produced a condition critical to hydroplaning at even low speeds. Additionally contributory to the problem are the long steep grades fostering longitudinal surface flow.

Further compromising the poor operational safety situation is the almost continuous presence of maintenance equipment and personnel making joint and surface repairs. To effect repairs of immediate need only will require more than doubling the present forces and equipment on the facility.

Two experimental efforts to relieve the skidding problem have been conducted with somewhat disappointing results. The first investigation was to longitudinally groove the pavement in the area through the Terwilliger Blvd. undercrossing. The grooves were 1/8 to 1/4 inch deep on 3/4 inch centers. While the grooves were found to be effective initially, the treatment did not prove durable and long lasting. There have been recent reports the unworn grooves adjacent to the wheel tracks may be adversely affecting steering control of the smaller and lighter foreign cars.

The second treatment was to apply a heated asphalt-epoxy adjesive to about 1,450 lin. ft. of the northbound lanes just south of the Corbett undercrossing. The adhesive was then covered with a 3/4 inch lift of 3/8 inch graded calcined bauzite aggregate. Results of this experiment were not satisfactory; there was extensive bond failure particularly in the wheel tracks. It was further noted that crushing impacts by tire studs and chains caused excessive aggregate loss in the thin overlay.

Though the current operational safety level of the facility is serious, there is an imminent probability that will lower it still further. This is the likelihood that in response to the worsening environmental problems of air pollution and auto congestion in the central core area, a crash program in mass transit will emerge. One precept to the viable development of mass transit is the necessity for preferential or exclusive bus lanes on freeways. The 1973 Highway Act has already liberalized restrictions to this end. As I-5 is the only freeway serving the urban core through the southwest suburban corridor, the alternatives are severely limited.

Up to this point, only the presently poor and declining operational and maintenance safety considerations of the subject section have been addressed. It now appears pertinent to review in detail the present pavement condition, the accelerating deterioration, the evident causes of these and what the future portends in maintenance demands.

The section was essentially constructed in the silt overburden of the Boring and Columbia River lava flows. The former, Boring, flow underlies the southern portion of the project and has a southerly tilt. The northerly portion of the facility lies over the Columbia flow which tilts towards the Willamette River.

Subsurface exploration during preconstruction indicated the silt deposit occurred after the impervious weathered surface of the lava had been eroded away. This erosion provided escape points of concentrated ground water flow for the lava aquifers carrying water from higher elevations. Recognizing the problem posed by these ground water conditions, various corrective measures were provided in the design plans.

The first unit to be constructed, S.W. 14th Ave.-Washington County Line (Grading) and S.W. 11th Ave.-Tigard Interchange (Paving) contained almost 11,000 feet of perforated drain pipe. Placed during grading, the installations were basically directed towards dewatering the roadway substructure. During paving operations an additional 3,400 feet of perforated drain pipe was placed to relieve developed soft spots in the subgrade. Drainage of infiltrated water in the pavement structure was provided for through use of an open graded base aggregate and subgrade relief openings in the storm sewer inlets.

Subsequent experience has revealed the inadequacy of this previously accepted design for the area conditions encountered. Excessive pumping and slab failures reflect the deleterious presence of moisture. In the winter period, free water regularly erupts from the joints with the passage of heavy trucks. Drill exploration this past summer during an unusual drought for this sector still revealed free water in some holes.

Design policy of subsurface drainage for the contiguous unit to the north was materially revised from experience and information gained with the above-described unit. This unit, S.W. Lowell St.-S.W. 21st Ave. (Grading) and S.W. Lowell St.-S.W. 11th Ave. (Paving) largely follows an old abandoned railroad grade. Due to this and also that the most northerly portion lies in a solid rock cut, little subsurface drainage of the roadway substructure was deemed necessary. Most of the seven hundred odd feet of perforated drain pipe installed during grading was used for longitudinal interceptors outside of the curb lines in cuts. The more dramatic design departure made was in the pavement structure subsurface drainage during paving operations.

Where previously passive reliance was placed on a presumably free draining aggregate base and subgrade drain openings in storm sewer inlets to relieve subsurface water concentrations, a more positive effort was made to intercept and evacuate subgrade flow. At spacings of 250 to 300 feet, transverse subgrade cutoff trenches containing perforated pipe and filter material were constructed the full subgrade width. Where subsurface flow was expected to concentrate on the low side of curves or in vertical grade sags in the trenched roadway section, longitudinal perforated drains were placed beneath the curb or gutter lines. Approximately 11,500 feet of perforated drain pipe was used in the unit subsystem.

Deflection tests to detect slab movement, test holes and reduced slab cracking appear to reflect a significantly improved base and sub-grade condition. While early indications of slab deterioration and fairly extensive joint failure are evident, the pavement is in generally better condition than the adjacent southerly unit.

In the analysis of the present pavement condition of the subject section and to provide a basis for the determination of necessary corrective measures, a review of past and current pavement design procedures is necessary. At the time the existing pavement structure was authorized, design procedure for rigid pavement was essentially the application of empirical values. Pavement slabs were nine inches thick for unreinforced concrete and eight inches thick for reinforced. Base thicknesses were six, nine or twelve inches depending upon the soil support value assigned. The inclusion of traffic coefficients in design analysis was limited to flexible pavement structures and even in this employment, the critical influence of repetitious loadings was hardly recognized as, a truck ADT of 525 was presumed to make provision for the ultimate in pavement structure design. Any additional truck loading was dismissed as negligibly affecting the design. Since the AASHO Road Tests and subsequent related research has proven the fallaciousness of this former thinking, pavement structures of that earlier period have been typed as under-designed.

In apply the current procedures to the subject pavement structure design, the following results are obtained:

The original limited design truck ADT of 525 is by the latest actual count nearly 7,000 with over 50 percent of the five-axle type. Using the corrected coefficient the pavement structure design should then have included an eigth inch treated base for the twenty-year design period. By reducing the traffic repetitions to reflect the remaining design period, the total fatigue percent would then only require a six inch treated base to provide serviceability to the end of the design period. In weighing the foregoing then, a justified and reasonable corrective measure is to overlay the section with that amount of asphaltic concrete as stage construction.

At this point it now appears appropriate to discuss maintenance in terms of both cost and safety as applied to the subject section. Recent cost figures indicate that a typical joint repair crew can be expected to repair about 200 lin. ft. of joint per day at $3.42 per foot. A nine man surface repair crew can be expected to repair six square yards of surface per day at a current cost of $98.50 per square yard. Because of peak hour traffic conditions previously described, work is restricted to hours between 9:00 A.M. and 3:30 P.M.

Because the type of work requires good weather, it is assumed 132 work-days a year would be available. Therefore, using the expected daily production figures given above for each crew; the joint repair crew could repair about 26,400 lin. ft. of joint a year at a cost of approximately $90,000.00 and the surface crew could repair about 792 square yards a year of wearing surface at a cost of approximately $79,000.00. It is estimated that there are 35,150 lin. ft. of joint and 2,700 square yards of wearing surface in need of immediate repair.

To perform the work in one year would require about one and one-half joint crews and nearly four surface repair crews working full time. It is estimated the final cost would be $386,000 and 5,925 man-days of work. This would be an average cost of roughly $75,000.00 per mile for the subject section. It is evident that such a "catch-up" program will be prohibitive in cost and will seriously burden the State's capabilities.

As previously shown, it is anticipated that one and one-half or two joint repair crews and four surface repair crews would be needed for a year to effect restoration of the section's rideability. Because of the traffic volume, closure of one lane at a time is the most desirable procedure. This has been found to be possible with only the number 1 or outside lanes where the ten foot shoulder provides working room for personnel and equipment. Work on either the number 2 or 3 lanes requires both their closures for reasons of safety and working room. As stated, this is true even of the number 3 or median lanes due to the narrow three foot barrier offset.

In summation, the following conclusions are drawn:

1) The pavement condition is poor with general joint failure throughout the section. Rocking and pumping of slabs is extensive with a considerable amount of cracking and failure, particularly in the S.W. 11th Ave.-Tigard Interchange Unit. Evidence shows this has been caused by inadequate pavement structure drainage.

2) Extremely poor rideability in the outside or truck lanes has critically altered traditional lane usage and speeds with a resultant sharp decline in operating safety.

3) Unforeseen and excessive pavement wear by studded tires has seriously reduced skid resistance and enhanced hydro-planing conditions throughout the entire section. Two experimental projects to improve the skid resistance resulted unsatisfactorily.

4) The imminent probability of the dedication of mass transit bus lanes will further compromise operating safety.

5) The present maintenance needs in joint and wearing surface repair drastically exceed the State's available resources and capabilities. Actual maintenance costs to-date are five times the average for the rest of the Interstate rigid pavement in Oregon.

6) Nor, has restoration of rideability through surface repair proven durable on the progressively deteriorating pavement structure. The problem lies in the structural inadequacy of the pavement for the traffic loadings.

7) Relief from the high volume of heavy through truck traffic before the end of the design period by the completion of I-205 does not appear probable.

8) Analysis of the original pavement structure design using current procedures and data indicates a six inch treated base should have been included in the design.

Recommended corrective measures now deemed necessary and justified to provide serviceability for the remainder of the twenty year design period for the subject section are as follows:

1) Remove 11,000 square yards of broken and cracked pavement and replace with asphaltic concrete.

2) Stabilize 800 lane stations of slab presently rocking and pumping by asphalt undersealing.

3) Install 17,000 lin. ft. of perforated drain pipe to dewater the pavement structure.

4) Overlay the subject section with six inches of asphaltic concrete pavement with a one inch open-graded plant mix seal.

5) Construct new curbs, adjust the existing storm sewer system and perform such other incidental work as may be required.

OREGON STATE HIGHWAY DIVISION

September 7, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8236

We received your safekeeping receipt 150234 covering TCD 256803, $15,000. We enclose safekeeping receipt 150233 covering matured TCD 25669, $25,000.

This transaction results in a $10,000 decrease in securities deposited in lieu of retainage on contracts 8059/60, $15,000 is credited to contract 8236.

Please call our office before release of any additional securities on contracts 8059/60, as J.C. Compton is approaching the required amount of $50,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

Enclosure

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett
File

8236

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 3, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project I-U-5-6(83)295
W. Marquam Intchg.-N. Tigard Intchg.
Sign Revisions

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Schroeder's August 30 letter requested approval to revise the advance signing for the southbound lane drop at the North Tigard Interchange as an extra work order on the subject project. We concur with the revisions proposed; however, the arrow should be located on the lower section of the signs between the words "EXIT" and "ONLY" as shown in Figure 6-1 of the attachment to Mr. Schroeder's letter.

for G. L. Green

RECEIVED
SEP 8 1976
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 8 '76
REFER TO
FOR

cy Rubiew
Venatta
9-8-76

9-9-76
Copy - George

8236

1b

August 30, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

A recent review has been made of the contract signing on the West Marquam Interchange-North Tigard Interchange Section of the Pacific Highway, Contract No. 8236. The result indicates that the proposed signing does not meet the recommended requirements shown in the Manual on Uniform Traffic Control Devices for Streets and Highways.

We desire to revise the advance signing for the southbound lane drop at the North Tigard Interchange to conform to the recommendations outlined in the report, "Signing Treatment for Interchange Lane Drops". This report was attached to the Federal Highway Administration's bulletin, dated June 25, 1976.

We intend to accomplish the revision by utilizing a cantilever sign structure that is to be removed from the Lake Road Interchange on I-205. The advance signing would then be revised to the recommended signing treatment shown on Figure 6-1 of the enclosures.

May we have your approval to make these signing revisions as an extra work order under Contract No. 8236. The signing will then meet the requirements of the manual, and motorists will have ample time to make lane changes caused by the lane drop.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Enclosures
bc H. S. Coulter
E. S. Hunter
R. N. Bothman
L. E. George
J. H. Versteeg
E. L. Hardt
ELS:rj:ab

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA BULLETIN
Distribution of "Signing Treatments for Interchange Lane Drops"	June 25, 1976

Provided is a copy of a report "Signing Treatments for Interchange Lane Drops" prepared by the Human Factors Branch of the Office of Traffic Operations. The report will be of interest to highway and traffic engineers involved in signing and freeway operations.

The report documents a series of studies conducted to develop a uniform method of signing to warn drivers of interchange lane drops. It presents recommendations for signing, and the analytical and empirical basis for the recommendations. Included are a literature review, a state-of-the-art survey of treatments, and a human factors analysis of the problem. The analysis focuses on driver expectancy and shows how the concept is used to define problems and develop solutions. Recommendations are made for exits and splits.

Copies of this bulletin and the report are being distributed to each region, division, and State highway department. Copies are also going to the technical community. Additional reports may be obtained from the Human Factors Branch (HTO-32) on request.

J. J. Crowley, Director
Office of Traffic Operations

NOTED
VERNON L. TABERY

NOTED
ELMER SCOFIELD

NOTED
DWAYNE HOFSTETTER

RECEIVED
JUL 26 1976
TRANSPORTATION ENGINEER

DISTRIBUTION: Headquarters
SPECIAL: Regions
Divisions

OPI: HTO-32

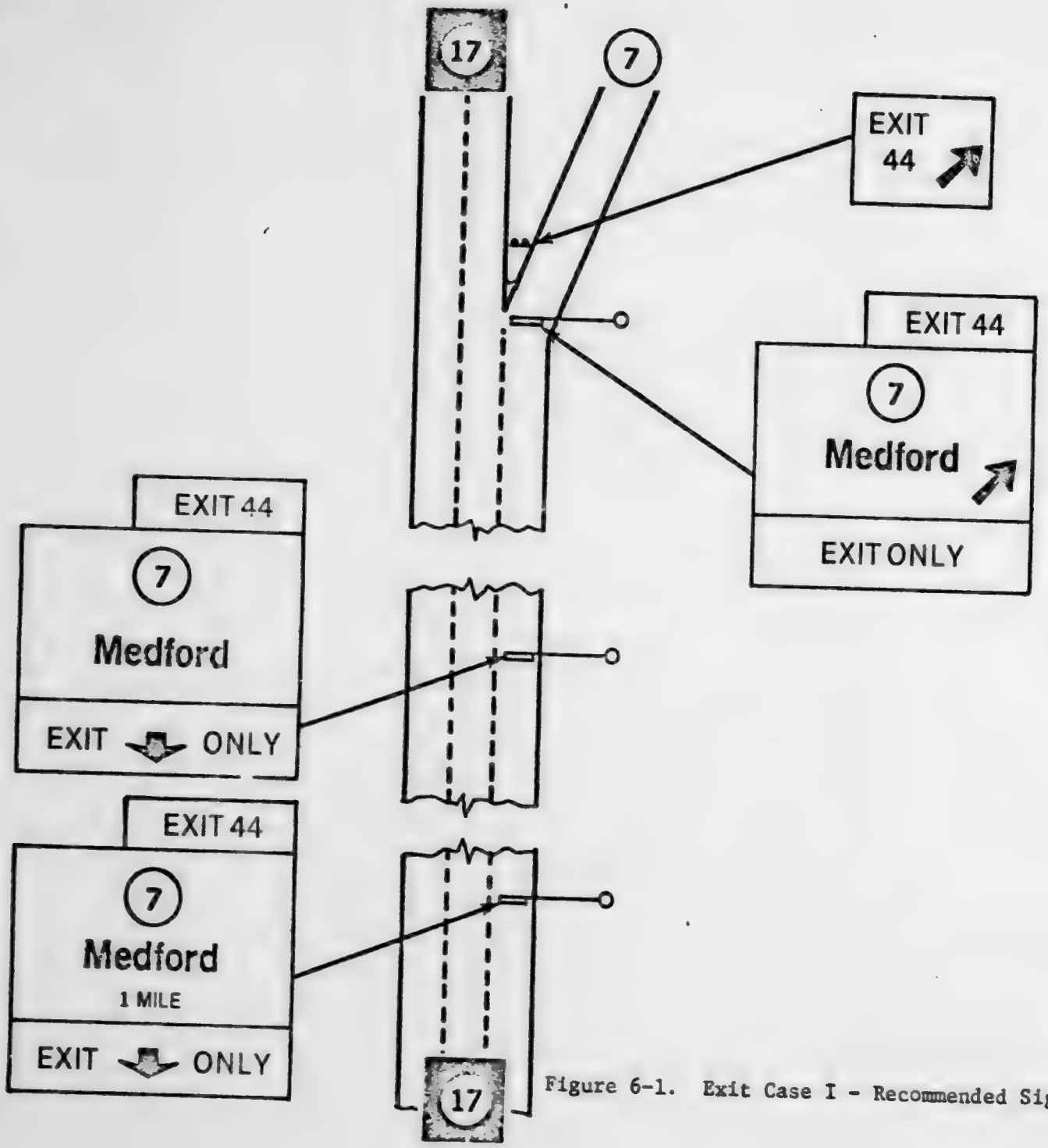
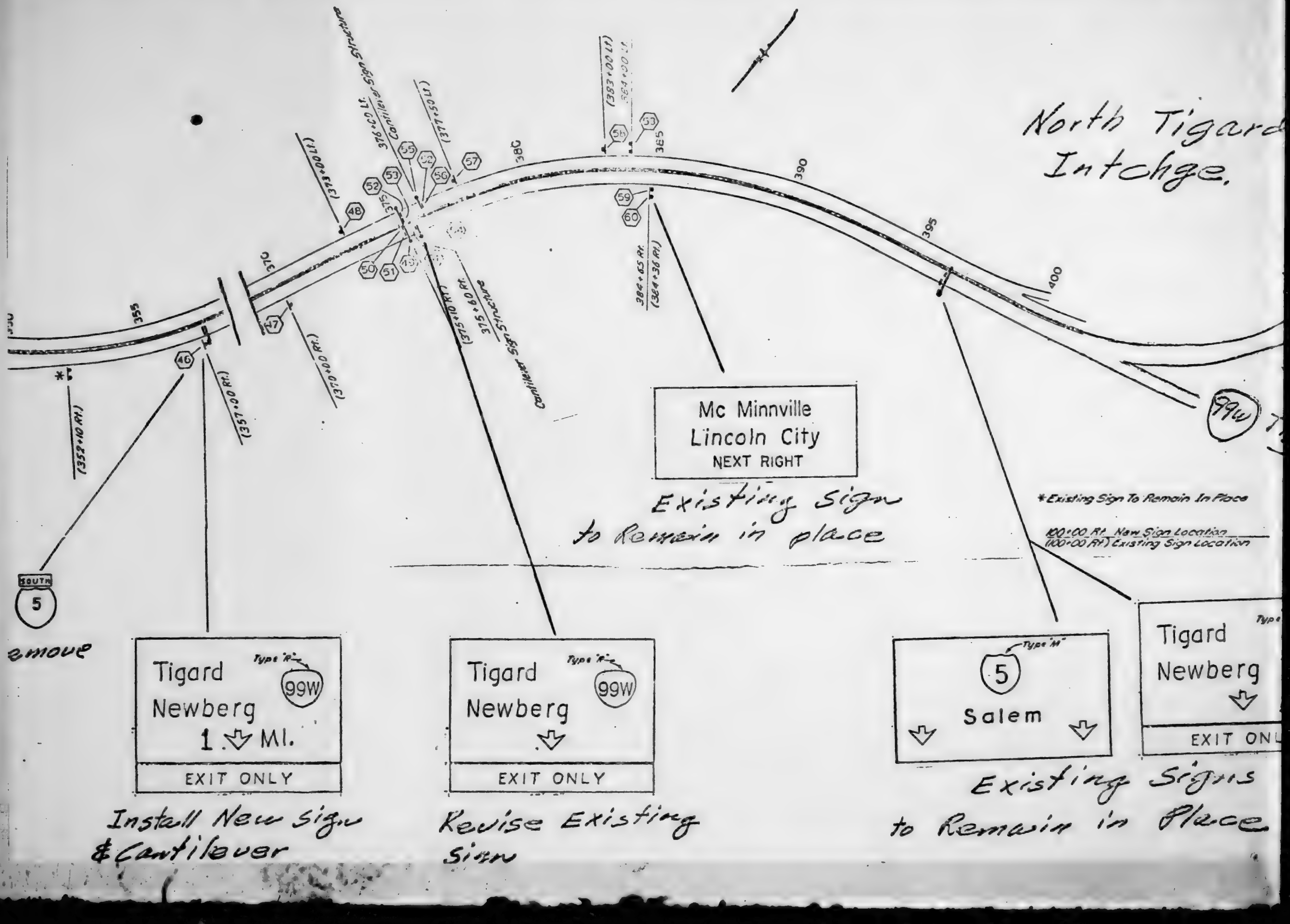
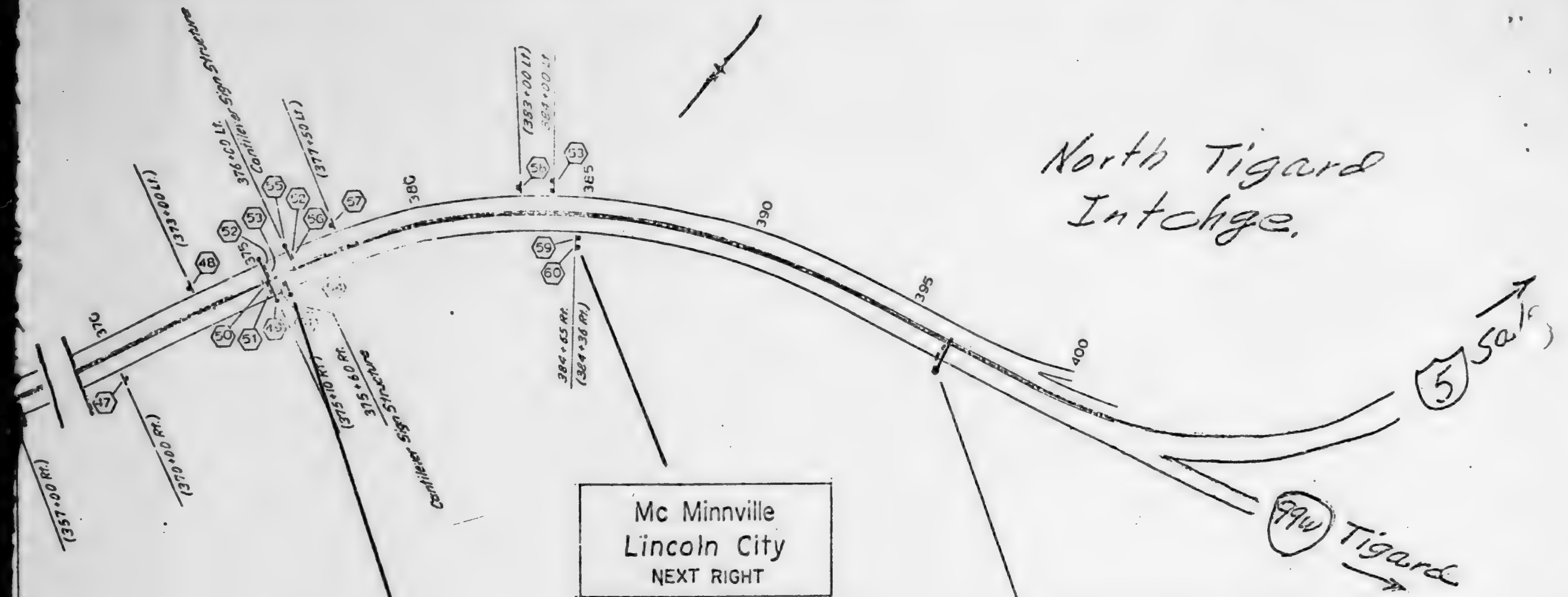


Figure 6-1. Exit Case I - Recommended Signing Treatment.

North Tigard
Intchge.



North Tigard
Intchge.



Existing Sign
to Remain in place

*Existing Sign To Remain In Place

100+00 Rt. New Sign Location
(100+00 Rt.) Existing Sign Location

New Sign
over

Revise Existing
Sign

Existing Signs
to Remain in Place

Form A-6108 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8236

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section W. Marquam Int. - N. Tigard Int. Date Sept. 1, 1976

Highway Pacific F.A.P. No. I-H-5-6(83)295

County Multnomah Prefix 626-1048 Account No. 270-07

Description of Work To Be Done:

Replace guide and mile posts destroyed by curb construction.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

FHWA-OR'S DIV APPROVED EFFEC. 9-3-76

Labor	$890.50
Materials	586.00
Equipment	220.00
Total	$1,696.50

Explanation: Contractor not interested in doing this work as it was not included in the contract and he has other commitments.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 6,416,607.26
Present estimate of project cost, including $ 1,696.50 for work under this order	$ 5,851,414.95
Expected ~~over-run~~ under-run (amount)	$ 565,192.31
Expected ~~over-run~~ under-run (per cent)	8.8

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz
Resident Engineer

Approval Recommended: Edward T. Hewett
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

SP*72830-734

8236

OREGON STATE HIGHWAY DIVISION

August 31, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(98,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head
R. Church
C. Barrett

8236

1-5

8/26-74

Hal –

Per your request (8/19/83) here are my comments on the Magnum-N. Tioga pavement.

First we need some core to determine cause of rutting. Is rutting due to wear, instability of the "E" mix, instability of "B" mix or a combination?

If rutting is due to wear and/or instability of "E" mix rehabilitation would involve grinding out ± 1½" and backfill with a good durable-stable mix.

If rutting is occuring in "B" mix – a deeper treatment will be necessary.

Glenn H.

Verstegg	RECEIVED	
Anderson		
Adams		
Macnab		
Stoudenmeyer	AUG 29 1983	Do Not File
Terpin		Return To
Trout	ROAD DESIGN SECTION	Bring Up ___/___/___
Wakerlig		Action

FORM 81-734-3030

I-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

August 26, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Proposed Sign Revisions
West Marquam Interchange-North
Tigard Interchange Section
Pacific Highway
Multnomah County
Contract No. 8236

We have reviewed the contract signing for the southbound lane drop at North Tigard Interchange on the above-named section and do not believe that it is adequate for the conditions that exist at this location.

According to the recent FHWA report, "Signing Treatment for Interchange Lane Drops", this class of interchange should have two advance signs.

It is my recommendation that we utilize the cantilever sign structure that we are removing at the Lake Road Interchange on I-205 by installing it at the location occupied by Sign No. 46. The advance signing would them be revised to the recommended signing treatment shown in Figure 6-1 of the attachments.

I am taking action to obtain FHWA approval for a plans change and participation in the revision.

L. E. George
Traffic Engineer

ELS:rj
Attachments

cc: H. S. Coulter
R. L. Schroeder
C. T. Keasey
W. H. Versteeg

REFERRED TO

Board WGB Rea

Erikson Watson

Hager Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Versteeg

Olson

Christensen

Scott

Swenson

Savage

Trout

RECEIVED
AUG 26 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 24, 1976

FILE: CON

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: CONCRETE MEDIAN BARRIER
N. TIGARD INTERCHANGE

TO: E. S. HUNTER
Deputy State Highway Engineer

You and I spoke recently about the advisability of replacing the existing metal median barrier in the N. Tigard Interchange area with concrete barrier. There are a number of reasons to make this change and we agreed that we would approach J. C. Compton Company, the contractor in this area, about adding this work to his contract. We have done so and he has declined to take on this work, citing the scheduling of other contracts as his reason.

This being the case, it is my recommendation that we set up a separate contract for this work. During my initial conversation with Wally Bryant about adding this work to the existing contract, Wally indicated that he would prefer to go with a separate contract due to the dollar amount involved ($100,000±).

You may recall that the southerly portion of the barrier between the N. Tigard Interchange and Haines Road is mounted on steel posts imbedded in a concrete median island. Our proposal is to run the concrete barrier only as far south as this median island. The barrier southerly of this point is tangent, is mounted the correct height above the pavement and is in good condition, so I see no need to remove it. I have attached a copy of Bud Heinz' letter to Compton, which gives an indication of the quantities of work involved in this undertaking.

Because of the benefits which would accrue to the motorist with the installation of this concrete barrier, I would hope that we could move ahead with this project as soon as possible. If you need any further information, please advise.

ELH/cr
Attachments
cc Bill Geibel w/attachments

RECEIVED
STATE HWY ENGR
AUG 25 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

PHONE: 472-4155
AREA CODE 503

P. O. BOX 86

McMINNVILLE, OREGON 97128

Attn: E L Hanlx

August 16, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 18 1976 RBI
SO REGION 1 RBI
ENV LOC

Roy T. Heinz, Resident Engineer
Oregon State Highway Department
9000 SE Fuller Rd.
Portland, OR 97266

Re: W. Marquam-N. Tigard Int.
OSHD Contract #8236

Dear Sir:

In reference to your letter dated August 13, 1976, we are not interested in extending this contract because of the scheduling of the rest of our work to be performed on other projects.

Sincerely,

J. C. COMPTON CO.

By _____
Alan Hay

AH:cw

Note: Letter dated 8-13-76 Attached

RESIDENT ENGINEER
RECEIVED
AUG 17 1976
Noted [ ] [ ] [ ]

Portland, Ore.
Aug. 13,1976

Subject: W. Marquam Int. - N. Tigard Int.
Pacific Hwy
Contract: 8236

J. C. COMPTON CO.
P.O. Box 86
McMinnville, OR 97128

Attention: Alan Hay

We would like to extend the new precast median barrier southerly from the present project limits to a point past the North Tigard Interchange structures where the concrete median island begins. Also, we would like to add a section of shoulder barrier in this same general area. The approximate quantities would be 5,000 lin. ft. of standard precast barrier, two poured in place transitions and 800 lin. ft. of standard precast shoulder barrier. There would, however, be some installation modifications which I will detail for you if you decide to extend your contract to include this additional work.

Your immediate consideration and reply would be appreciated.

Very truly yours,

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

CC: EL Hardt

8236

OREGON STATE HIGHWAY DIVISION

August 2, 1976

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

~~U.S. National Bank~~
~~P.O. Box 600~~
~~McMinnville OR 97128~~

Attn: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8236

We received your safekeeping receipt 150223, covering TCD 256699, $25,000 (renewal of TCD 251371). There is no charge on the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

Vernon E. Skoog
Controller

by _____
Janice Peterson
Contracts Payments Executive

cc: J.C. Compton Co. (P.O. Box 86, McMinnville OR 97128)

bc: C.W. Head
R. Church
C. Barrett

150223

NOTED
C. W. HEAD

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

150223

DATE July 29, 1976

For The
Account of

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #256699 dtd 7-28-76 due 8-27-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #251371)

In lieu of retainage for
job #8060 $10,000
8236 15,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

July 29, 1976

Finance Branch
Oregon State Highway Division
Salem, OR 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150223 covering $25,000 time certificate #256699 in lieu of retainage job #8060 $10,000 and #8236 $15,000. This is for renewal of certificate #251371.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Enc.

RECEIVED
JUL 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

8236

1

July 29, 1976

Ms. Pat Whiting
State Representative
8122 S. W. Spruce
Tigard, OR 97223

bc H. S. Coulter
C. T. Keasey (enc.)
Jack Sollis
Ed Hardt

Dear Representative Whiting:

I am in receipt of a June 27 letter from Mr. John J. Gould, Jr. to Mr. Richard J. Price concerning alleged damages arising from a quarry operation in conjunction with a resurfacing project on the W. Marquam Interchange-N. Tigard Interchange Section of Interstate 5.

On investigating the matter, it has been determined that Richard J. Price and Company is an insurance adjuster for the insurance company insuring J. C. Compton Company for any liability arising out of their contract with the State Highway Division.

Our investigation indicates that the contractor has not violated the noise or pollution requirements of the DEQ, and that no injunctions have been issued against the contractor. A court hearing was scheduled but was subsequently dropped.

The contract with the Highway Division requires the contractor to assume full responsibility for any damages to private property as a result of his operations during the contract and that is the reason Mr. Gould's letter was addressed to Mr. Price.

We will continue to monitor any complaints from property owners in the area to see they are properly handled by the contractor or his insurance company.

If you have any further questions on this, please do not hesitate to contact me.

Sincerely,

JLS:hg/ja

E. S. Hunter
Deputy State Highway Engineer

cc Richard J. Price & Company

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 16, 1976

FILE: CON 5

FROM: EDWARD L. HARDT
Regional Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: W. Marquam Interchange-
N. Tigard Interchange Section
Contract 8236
Letter from John J. Gould, Jr.
re quarrying complaint

You sent a copy of a June 22 letter addressed to Mr. Richard J. Price from Mr. John J. Gould, Jr. and asked for a report on same. It's not clear to me who Mr. Price is but the letter is in the form of a complaint about the contractor on the subject project, John C. Compton Company, operation in the quarry in Washington County which was set up for the project.

I have attached a copy of a July 9 report from Resident Engineer Roy Heinz which gives the factual background on this complaint. As further background, I offer the following:

Our project was set up without any restriction on the source of the aggregate material to be used for the paving operation. It was assumed that the material would come from commercial sources in Portland. The contractor chose to develop a quarry in Washington County and successfully obtained approval from the Washington County Planning Commission for this use.

One of the requirements of the Board was that the operation be in conformance with DEQ requirements. My position to date on this controversy has been that this is a problem that the contractor has to work out with DEQ and the Washington County officials, since it was of his own making. I had one telephone contact with Mr. Hector of the DEQ and he gave me the impression that Compton was cooperating with him on solving the noise problems from the asphalt plant.

If you have any further questions on this problem, please contact Bud Heinz or me.

ELH/cr
Attachment
cc Bud Heinz

RECEIVED
STATE HWY ENGR
JUL 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
Reply

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Ore.
July 9,1976

To: E. L. Hardt
Regional Engineer
Office

SUBJECT: W..Marquam Int. - N. Tigard Int.
Pacific Hwy
Contract: 8236

Reference is made to the letter dated 6-22-76, from John J. Gould Jr. concerning alleged structural damage and discomfort due to J. C. Compton's operation at Stiller Quarry on S.W. Tonquin Road. I discussed these subjects with Alan Hay of J.C. Compton Co. and John Hector of D.E.Q. My findings are as follows:

No blasting noise violation as per D.E.Q.
Other noise levels brought within allowable level as per D.E.Q.
Court injunction hearings were scheduled and subsequently dropped - as per D.E.Q.
Air pollution - No problem as per D.E.Q.
Structural damage - All blasting recorded on seismograph and well within damage limits - as per J.C. Compton Co.
The quarry site itself must be dressed and topsoil replaced as per "Rehabilitation Plan" required by Department of Minerals & Geology.
Interruption of quiet, rural livestyle - quite likely but this will be ended sometime next week.

Roy T. Heinz,
Resident Engineer

Ok C

cy - Hardy
7-29-76

June 22, 1976

RECEIVED
JUL 06 1976
LEGAL

Mr. Richard J. Price
Richard J. Price & Co
610 SW Broadway
Portland, Oregon 97205

Mr. Price;

This letter is to inform you that we have experienced damaged during the rock mining and asphalt processing operation that has been resurfacing the I-5 Freeway north from Tigard to Portland and is nearing completion. This operation is being conducted less than 500 feet from our home by a company that has been in violation of DEQ noise level standards on the blasting noise, drilling noise, and batch plant operation on numerous occasions.

The John C. Compton Company was contracted by the State Highway Department to resurface the I-5 Freeway. They have been cited by DEQ for the violations. These citations make the operation in violation of the conditional land use permit issued to the Compton Co. And Washington County has issued two court injunctions for violations.

We feel compensation is due us and our neighbors. The blasting has caused damage to our homes. The 24-hour operation has interrupted our quiet rural livestyle as well as our sleep. Also, our property value has been decreased by Washington County due to the close location of the open pit. The dust created has made it impossible to hang clothes on our clothes line during the week and made more difficult the task of housekeeping.

Our insurance company has been notified of the structural damage. And they will give us an estimate.

If you have any questions, please feel free to call us or contact our lawyer.

Sincerely,

John J. Gould, Jr
14250 SW Tonquin Rd
Sherwood, Oregon 97140

6257859 John J. Gould Jr.

CC: State Highway Department
Pat Whiting State Representative

cy hand
6.J. Gould
7-6-76

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

8231

OREGON STATE
HIGHWAY DIVISION

July 23, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150219 covering TCD 25661, $386,000. This renews TCD's 251341, $[illegible]7,000 and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/5	$5,000
Clackamas SD #28, 176/80	5,000
Salem Hts. Water Dist., 265/67	3,000
Alto Park Water, 22/3	2,000

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD from that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

bc: CW Head
R. Church
C. Barrett

E-123

836 7-14-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

J-5-6(83)295

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO.

STATE PROJECT NO. W. Marquam Intch.-N. Tigard Intch.

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO Quilici
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-14-75	5-6-76	Interstate Route 5	Primary Route 1

GENERAL LOCATION: I-5 Jct. SR 217 N.E. 6.36 miles (Portland)

GENERAL DESCRIPTION OF WORK: Upgrade and revise existing signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-7-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 at a total estimated cost of $15,000 - Federal Funds $13,800.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-14-76	G. K. Hansen for	Division Administrator

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

RE: J.C. Compton
Contracts 8059/60, & 8236

Attention: Peggy J. Mathews

Please transfer $94,000 of TCD 251341 (safekeeping receipt 150212) deposited in lieu of retainage on contract 8059/60 to contract 8236. This transfer is at the request of the contractor, J.C. Compton.

V.E. Skoog
Controller

BY
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

8236

I-5

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 2, 1976

Mr. Loren Kramer, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Kramer:

I-5 Widening
West Marquam Interchange-
North Tigard Interchange
Pacific Highway

This letter is in response to your correspondence to Mr. Klaboe on November 13, 1975 concerning receipt of several noise complaints in the vicinity of Barbur Boulevard and I-5 in southwest Portland.

We have investigated the situation and offer the following course of action. As you may know, the overlay of the subject section is nearly complete. We have decided to stripe that section of I-5 in its previous configuration (three lanes) and therefore not place the climbing lane in operation.

The release of the draft EIS for the North Tigard-South Tigard Section of I-5 and the public hearings are scheduled for this summer. The North Tigard Interchange is under consideration for reconstruction under this project, so the impacts of operation of the climbing lane can be addressed at that time. The methods of mitigation of those impacts can also be addressed.

Incidentally, we made a preliminary investigation of barriers and found them very expensive and only partially effective as a mitigation measure. If mitigation measures

other than shielding are desirable, we feel we must wait until proper environmental and hearing procedures are conducted for the project and for the potential operation of the truck climbing lane.

I will keep you advised as to our further progress in this matter.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
G. A. Potter
J. H. Versteeg

Ed Hardt

GAP:ss ja

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 06 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

REFERRED TO
Board Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150212

Branch McMinnville No. 17

DATE June 15, 1976

For The Account of

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division	$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621) in lieu of retainage for Job #8146 $21,000 Job #8059/60 $192,000 Job #8199 $55,000 Job #8222 $39,000 Job #8236 $30,000

RECEIVED
JUN 18 1976
CONTRACT ACCOUNTING

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

1

15-488 7/72

Customer Copy

8236 6-11-76

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-U-5-6(83)295

STATE PROJECT NO.: W Marquam Int-N Tigard Int

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-826 & U-187

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/11/76	Interstate Route 5	Primary Route 1

GENERAL LOCATION:

I-5 Jct SR 217 NE 6.36 miles (Portland)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/8/76 letter I approve the program change to extend the limits of the project as follows:

1. Project Location: I-5, Jct, SR 217 northeast 6.36 miles (Portland)
2. Termini: I-5, Jct, SR 217 northeast 6.36 miles (Portland)
3. Miles: 6.36

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/11/76	Warren W. Coward	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—431-055

June 8, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. N. Rullen
Project Management Engineer

SUBJECT Minor Program Change
W. Marquam Int.-N. Tigard Int. Section
Project I-U-5-6(83)295

We request your approval, as a minor program change, to extend the limits of the subject project 1.41 miles southerly to give an overall project length of 6.36 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: I-5, Jct. SR 217 northeast 6.36 miles (Portland).

2. Termini: I-5, Jct. SR 217 northeast 6.36 miles (Portland).

3. Miles: 6.36

This extension of the limits of the project is necessary in order to include the construction of an A.C. pavement structure required to provide a safety improvement to a 1.41-mile section of the highway from Station 390+00 to Station 60+00, which is southerly of the present project's south limit.

The safety improvement is in the public interest to help reduce accidents in this area. This section has a higher accident rate than the Statewide rate for similar highway types. In 1974 there were 20 accidents in this area. The accident rate on this section was 1.09 accidents per million vehicle miles while the State rate for this type of facility was 0.64 accident per million vehicle miles. It should also be pointed out that in 1974 this section experienced a lower accident rate than it had in previous years. The accident rate on this section for the 3-1/2-year period from 1-1-72 to 6-30-75 was 2.08 accidents per million vehicle miles while the average State rate for this period was 0.68 accident per million vehicle miles for comparable highways. There were 133 accidents during this 3-1/2-year period. Attached are two accident listings which show the types and locations of the accidents which were reported during the study period.

Four locations within the subject section appeared on our wet accident list for Region 1. These four locations totaled 1.7 miles of roadway northbound and 0.3 mile of roadway southbound. One location, M.P. 293.50 to M.P. 294.00 northbound, ranked number 36 out of 242 on Region 1's High Priority Skid Location List.

The pavement in this section has a considerable amount of distortion which creates a hazard to the safe operation of vehicles. This is further compounded during wet weather by decreasing visibility from spray and the danger of hydro-planing.

This section lies between two sections currently being reconstructed and traffic hazards are compounded by having a potentially dangerous section lying between two sections of new pavement. This section is not scheduled for reconstruction to six lanes until at least 1981. Our fiscal situation could delay that date by several years; therefore, we believe that the safety benefits to be realized by an A.C. overlay of the existing facility at this time is definitely in the public interest.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-23-75

FEDERAL AID PROJECT NO.
U-5-6(83)295

STATE PROJECT NO.
West Marquam Interchange-
North Tigard Interchange

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-826

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 26 '75
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Attn	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 28, 1975	Interstate Route 5	Primary Route 1

GENERAL LOCATION:
I-5 Junction SR 99W, NW 4.95 miles (Portland)

GENERAL DESCRIPTION OF WORK:
Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of May 13, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's September 18, 1975 letter this will confirm verbal approval of August 28, 1975 for minor program change to include in the character of the proposed work "Adjustment of Utilities including preparatory work" at a total estimated cost of $3,000.00 federal funds $2,768.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-23-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

The extension of the subject project and the inclusion of the A.C. paving and related work has been discussed with Messrs. Valach and Bryant, FHWA.

Upon your approval of this program change, we will submit a revised Project Agreement Estimate showing the revised station limits. We will also submit for your approval and authorization to proceed, a formal Price Agreement covering the additional A.C. paving and related work.

DES:bb
Enclosures

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
Ed Hardt
R. Hacak
D. E. Swan

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-23-75

FEDERAL AID PROJECT NO.
U-5-6(83)295

STATE PROJECT NO.
West Marquam Interchange-
North Tigard Interchange

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
I-826

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 26 '75
REFER TO
Rulien
FOR
Info | Invest | RD | DR | Sec | Att | File
✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 28, 1975	Interstate Route 5	Primary Route 1

GENERAL LOCATION:
I-5 Junction SR 99W, NW 4.95 miles (Portland)

GENERAL DESCRIPTION OF WORK:
Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of May 13, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's September 18, 1975 letter this will confirm verbal approval of August 28, 1975 for minor program change to include in the character of the proposed work "Adjustment of Utilities including preparatory work" at a total estimated cost of $3,000.00 federal funds $2,768.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-23-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

September 18, 1975

TO

G. L. Green, Division Administrator
Federal Highway Administration

FROM

L. W. Rullen
Project Management Engineer

SUBJECT

Minor Program Change
Project No. I-U-5-6(83)295
W. Marquam Intchge.-N. Tigard Intchge. Section

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "Adjustment of Utilities Including Preparatory Work". Subsequent to submission of the program on the project it was determined that adjustments of Capitol Highway Water Districts facilities were required on the project. The estimated total cost for the utility adjustments is $3,000.00 with federal funds of $2,768.00.

Verbal authorization to proceed with the necessary adjustment was received from C. T. Christianson on August 28, 1975.

CL:bz

8236

13

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE

TO June 3, 1976

L. W. Rulien

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT North Tigard-Marquam Interchange
Excess Paving Aggregate
Contract 8236

After considering all the factors involved on the North Tigard-Marquam Interchange job with regard to the excess paving aggregate that is in stockpile, I have decided to extend the project southerly to cover the North Tigard and South Tigard Interchange area and use the material to overlay the existing pavement.

Please proceed to program the work with the Federal Highway Administration on the basis that the material is on hand and it will be at least late 1980 before the North Tigard-South Tigard job can go to contract. In view of our current financial situation, it could be several years later than 1980 and in my opinion, we will have amortized our overlay investment by the time a contract can be let.

ESH:ja

cc H. S. Coulter
C. T. Keasey
Ed Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8236

Salem, Oregon
June 2, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Marquam Bridge-N. Tigard Section
Contract No. 8236
Extension of Project Limits

TO: L. W. Rullen
Project Management Engineer

Attn: D. E. Swan

NOTED
E. S. HUNTER

Herewith another copy of Ed Hardt's June 1 letter requesting a 1.41 mile southerly extension of this project for a 2" overlay. Present assumption is that this would be at existing contract prices.

Another clarifying point is that this 7,600 ton extension does not utilize all the underrun quantity. Some additional thickness will be used on the existing project.

We hope it is not necessary at this time to explain any further the reason or reasons for the underrun occurring or the State's possible obligations arising from it.

We concur in an attempt to secure a program amendment for this extension and understand that even with FHWA approval, it is subject to further review within the Division.

JAB:fr
Enc.
cc: E. S. Hunter - As long as this would be done at bid prices, I do not think it involves the Public Contract Board and up to the existing contract quantity does not involve additional funding authorization.

E. S. Hunter

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 1, 1976

FILE: CON 5

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: CARROLL KEASEY
Construction Engineer

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR

Info	Invest	R/O	D/R	Sign	Act	File

SUBJECT: MARQUAM BRIDGE-N. TIGARD SECTION
CONTRACT 8236
EXTENSION OF PROJECT LIMITS

NOTED:
E. S. HUNTER

Due to an underrun in the quantity of asphaltic concrete used for patching and a decrease in the specific gravity of the rock used for the asphaltic concrete, as compared to that used when the job quantities were made up, there will be an underrun in the asphaltic concrete used on the project. Since the aggregate is already prepared, it would seem advantageous to use it on the project. Coincidentally, the pavement on the section directly south of the project is in need of restoration. Our proposal then is to extend the project limits of the subject project a distance of 1.41 miles so as to coincide with the northerly limits of the S. Tigard to I-205 Interchange project.

The section covered by the proposed extension is what we call the N. Tigard to S. Tigard Section. The environmental impact statement for it is presently being developed. The project will include a major overhaul of the Haines Road and N. Tigard Interchanges and 6-laning of I-5. It is shown on the preliminary 6-Year Program for fiscal year 1981. Even though this section is programed for major reconstruction in 4+ years, we feel that it would be prudent to do some work on the pavement surface now because of the present condition of the pavement. It is rutted and distorted and will appear worse than it is because it will soon be connected on both ends with brand new pavement. Its condition is also aggravated by the sharp horizontal curve under Barbur Blvd. in the middle of the section.

We are proposing that the job limits of the Marquam Bridge to N. Tigard project be extended in order that we can rehabilitate the section of pavement under discussion. This would allow us to restore it to its original cross section, provide for adequate drainage of the surface, and thereby eliminate a major patching program which the section would require otherwise. We propose to lay 2 inches of asphaltic concrete 75 feet wide from MP 292.75, which is equivalent to Station 60 on the S. Tigard to I-205 project, to MP 294.16, which is equivalent to Station 390+00 on the subject project. We estimate this would take about 7,600 tons of AC. In addition to the cost of the asphaltic concrete, it may be necessary to pay the contractor something additional for the work, such as for handling traffic, etc. We have not approached him as yet until we get assurance from the FHWA that the project can be extended.

I have discussed this proposal with Wally Bryant of the FHWA, Buz Swan, Ed Hunter, and you, and all are in favor of it, although Ed was willing to only give me "tentative approval". He said if he changed his mind he would stop the

process somewhere along the line.

Buz Swan tells me that if we're lucky, it will take about a week to submit a program request to the FHWA and obtain their approval. We need some time to approach the contractor about this, so your approval of this request and prompt expediting of it is requested.

ELH/cr
cc E. S. Hunter
L. W. Rulien
Roy Heinz
Bill Geibel

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By _____
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of •

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton, Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of J. C. Compton, Co. Endosed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8222	10,000
8236	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

0-888 3/78

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150120

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of •

Oregon State Highway Division

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton, Co.

State of Oregon County of Lincoln City of Newport 1976 Improvement Bond. 5.50% dated April 1, 1976 number 14/25 due April 1, 1978 number 26/37 due April 1, 1979, number 38/49 due April 1, 1980, number 50/61 due April 1, 1981, number 62/73 due April 1, 1982, 5.30% number 74/86, due April 1, 1983.

Total $73,000.00

in lieu of retainage for job #8146

Funds in the certificate to be released to J. C. Compton Co. only up written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150122

Branch McMinnville No. 17

DATE May 14, 1976

For The Account of •

Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't _____

☐ CR. SVNG. Acc't _____

☐ Remit _____

DEPOSITED BY J. C. Compton Co.

unds in these erfificates o be releas- d to ~~XXXXXXX~~ J. C. Compton Co. y upon ritten notice o disburse rom Ore. St. wy. Division	$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ct. of dep 5.0% #238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton Company endorsed by J. C. Compton Co.(renewal of cft. ~~XXX~~ #238482) Retainage for $50,000 job ~~##~~2#8059/60 $25,000 job #8236 ~~X~~$25,000 job #8222 $60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0% #238643 dtd May ~~XX~~ 14, 1976 due June 14, 1976 in name of J. C. COmpton Company endorsed by J. C. Compton co. (renewal of cft. #238483) Retainage $25,000 job #7860 ~~XXXXXX~~ $35,000 job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

208 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8100 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A, 2B	Typical Sections
2C, 2C-2, 2C-3, 2D, 2E, 2F, 2G, 2H	Details
2J, 2J-2, 2J-3, 2J-4	Stage Construction & Traffic Handling
2K, 2K-2, 2K-3	Temporary Protection & Direction Of Traffic
2L, 2L-2	Pipe Data
2M, 2M-2, 2M-3, 2M-4	Signing
2N	Summary
3-15 Incl.	Plan

Drg. Nos.

2050 - Feathering & Manholes
2070 - Conc. Pvmt.
2077 - Curbs & Islands
2091B - Coupling Bands
2105 - Concrete Inlets
2117 - Chain Link Fence
2126, 2126A, 2126B, 29257 } Guard Rail
2126C - Barricades
2127 - Concrete Barrier
30503 & 30504 - Retaining Walls
30614 - Impact Attenuators
30600 & 22970 - Membrane Waterproofing
S-1, S-2, S-3, S-4, S-4, S-5
S-6, S-12, 29404, 30482, 30483
28255, 23896 } Signing Standards
30609, 30610, 30611, 30612, 30613, 30624, & 24595 } Illumination

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSED

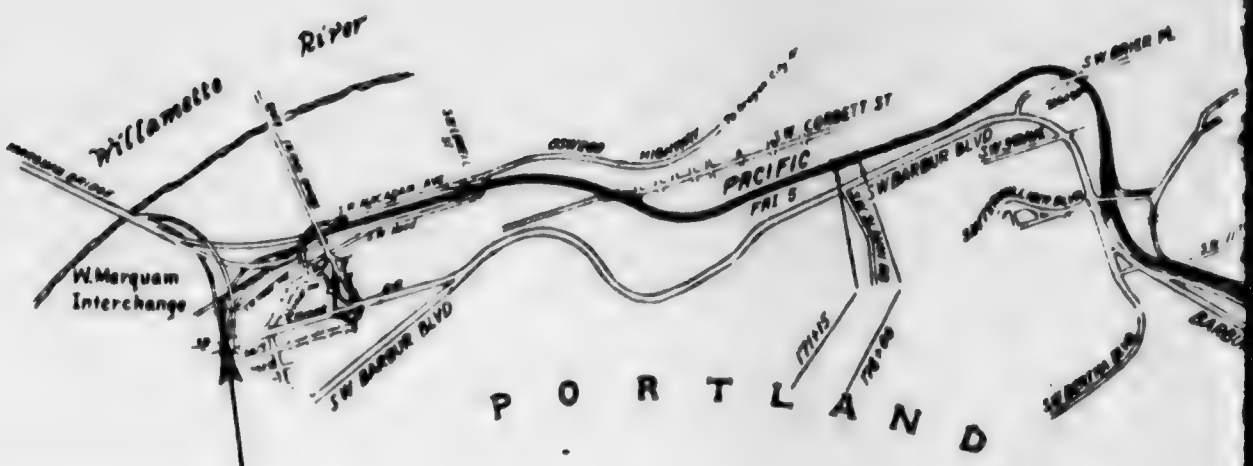
GRADING, PAVING, BARRIERS, SIGNI

W. MARQUAM INTCHGE. ~ N. TI

PACIFIC HIGH

MULTNOMAH COUN

JUNE, 1975



BEGINNING OF PROJECT I-U-5-6(83)295
Sta. 75+30

Ted Pallister

END OF PRO
Sta. 384+

END OF CONTRACT PROJECT
Sta. 390+00

Sketch Map
Scale 0 ½ 1

Overall Length of Project 5.96 Miles

12V-106

W. MARQUAM INTCHGE.–N. TIGARD INTCHGE. SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-U-5-6(83)295		SEE Index
		SAFETY		

E OF OREGON

GHWAY DIVISION

OR PROPOSED PROJECT

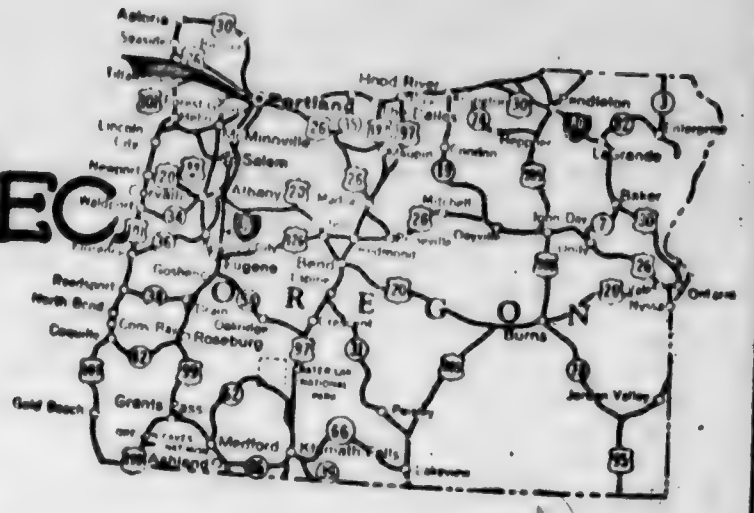
ARRIERS, SIGNING & ILLUMINATION

~ N. TIGARD INTCHGE. SEC.

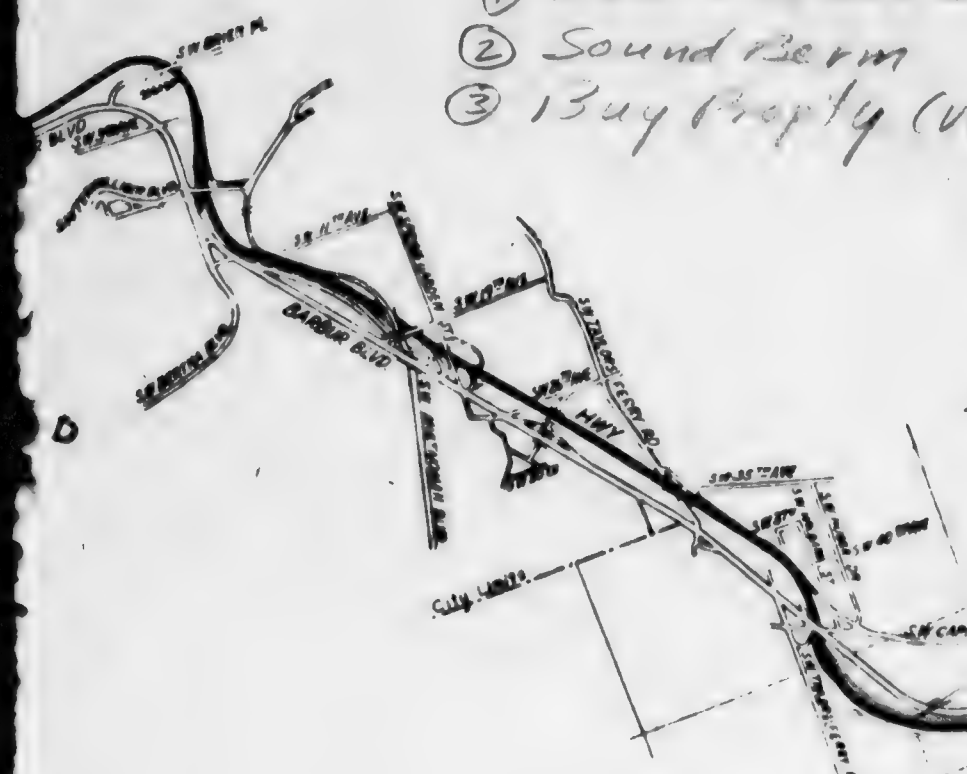
IFIC HIGHWAY

LTNOMAH COUNTY

JUNE, 1975



Possibles
① Don't use Land
② Sound Berm
③ Buy Property (value?)



(Cap. Hwy - N. Tigard)
① Photo of problem area
② Difference in volume of traffic in 2' classes.
③ Can noise reduction meet to present level? How?

END OF PROJECT I-U-5-6(83) 295
Sta. 384+25

ACT PROJECT
390+00

Sketch Map

Miles

REGISTERED PROFESSIONAL ENGINEER OREGON MAY 6, 1971 FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER 1944 OREGON JULY 7, 1972 A. E. JOHNSON

Fred B Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A E. Johnson — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

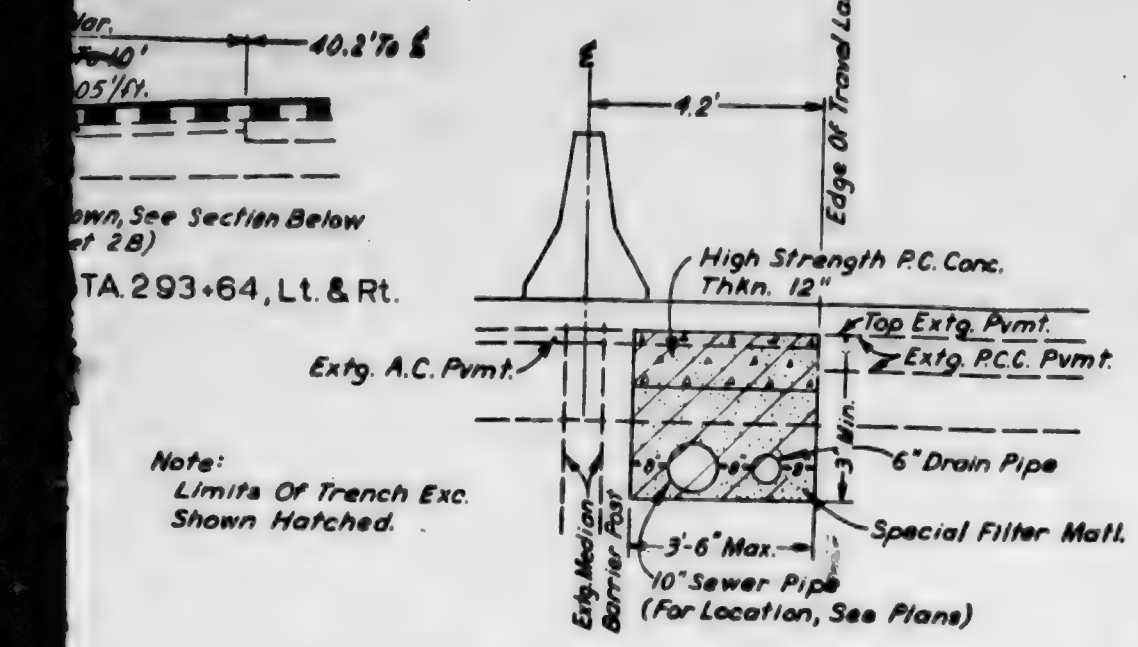
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

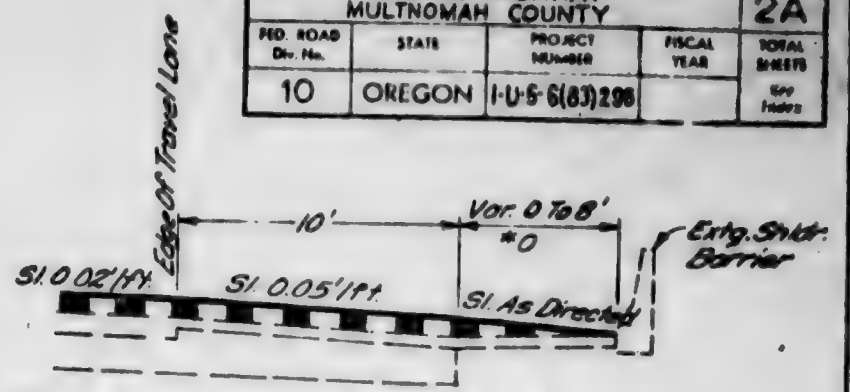
DISTRICT ENGINEER — DATE

S E C T I O N S

W. MARQUAM INTCHGE.–N. TIGARD INTCHGE. SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-U-5-6(83)296		

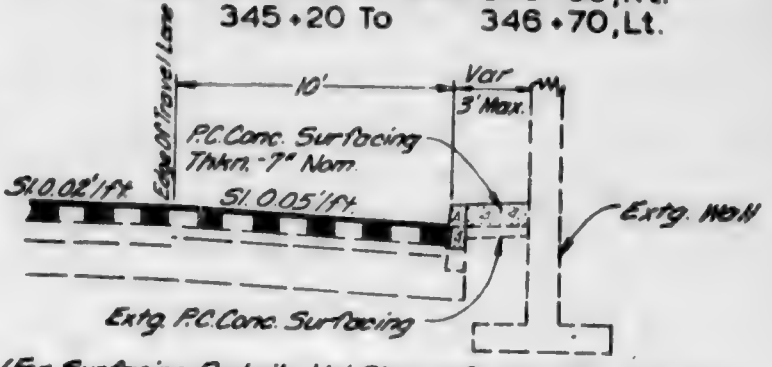


SEWER AND DRAIN PIPE
INSTALLATION IN MEDIAN AREA



(For Surfacing Details Not Shown, See Section Below)

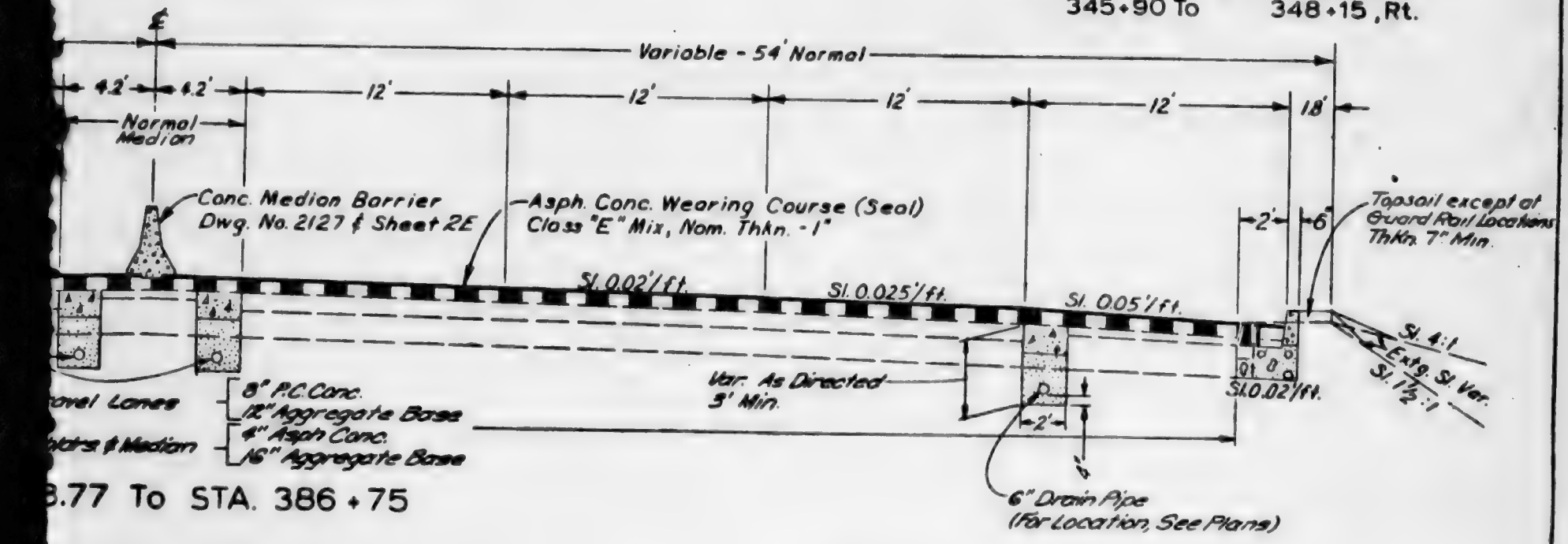
*STA. 341+40 To STA. 345+90, Rt.
345+20 To 346+70, Lt.



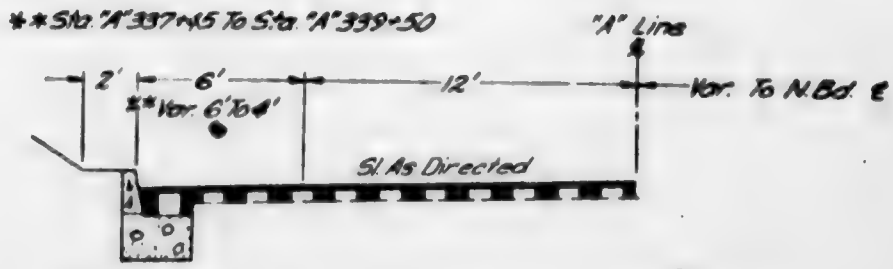
(For Surfacing Details Not Shown, See Section Below)

STA. 342+35 To STA. 345+20, Lt.
345+90 To 348+15, Rt.

of Tapering, See Sheet 2B



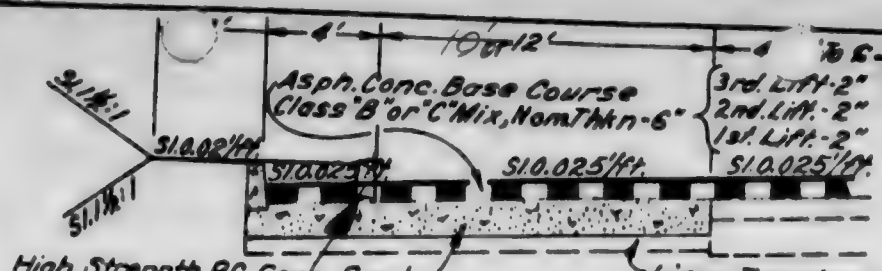
.77 To STA. 386+75



(For Surfacing Details Not Shown, See Main Line Section Above & Print. Feather Detail Sheet 2B)

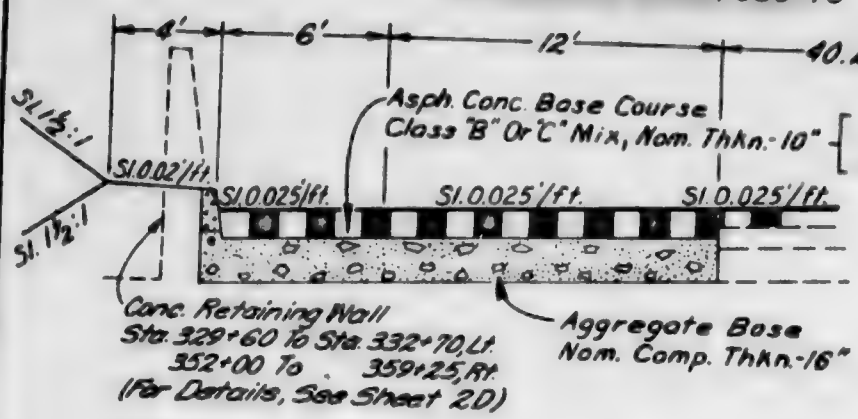
CAPITOL HWY. ENTRANCE RAMP (North Bound)
STA. "A" 334+00 To STA. "A" 339+50

TYPICAL SE

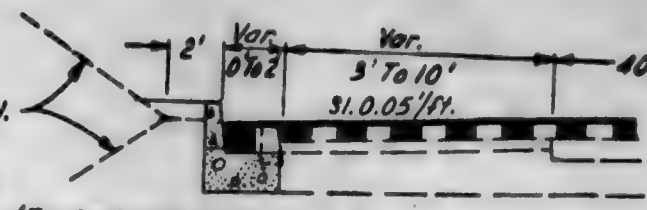


(For Surfacing Details Not Shown, See Section Below & Drg. 2070)

CLIMBING LANE
STA. 350+00 To STA. 386+75 Lt



(For Surfacing Details Not Shown, See Section Below)



(For Surfacing Details Not Shown, See Section Below & 26th Ave. Pvmt. Taper Sheet 2B)

STA. 291+14 To STA. 293+64, Lt. & Rt.

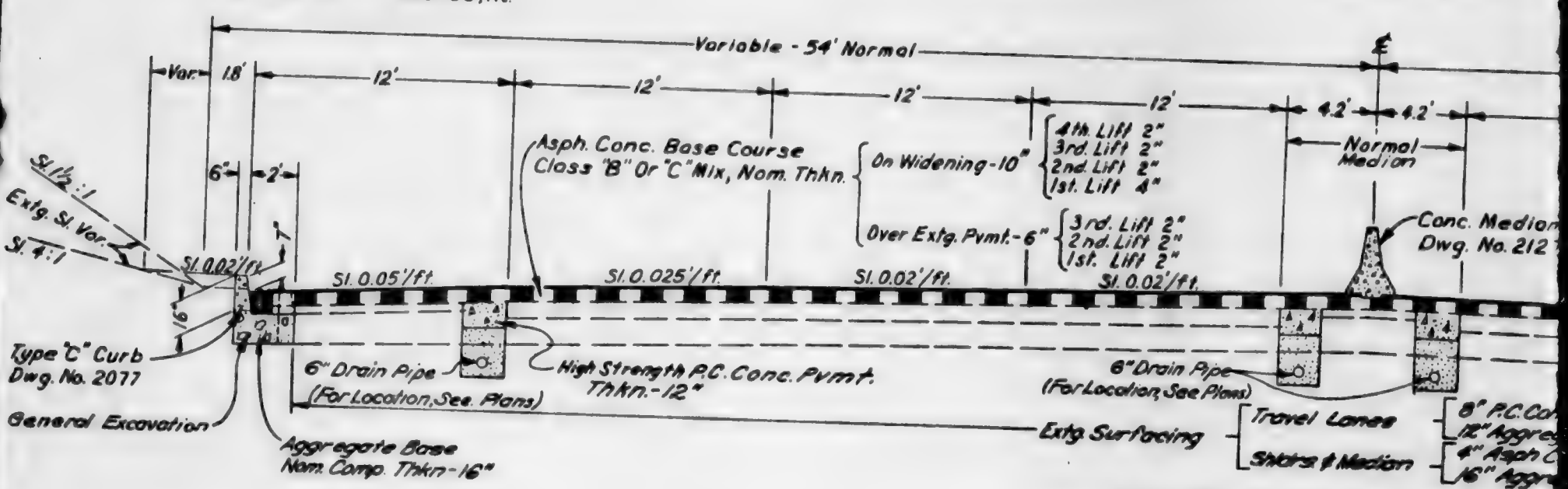
Extg. A

Note:
Limits Of Trench Shown Hatched.

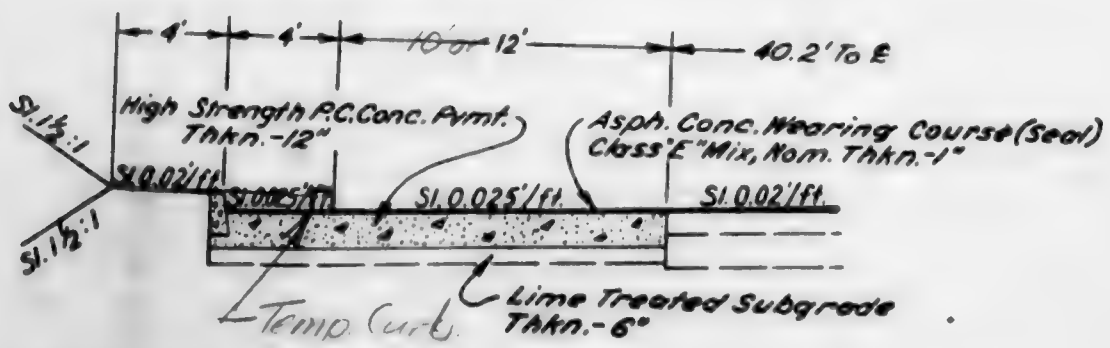
SEWE
INSTALL

Note:
For Feathering & Method of Tapering, See Shee

SPEED CHANGE LANE
STA. 328+00 To STA. 334+00, Lt.
351+00 To 360+00, Rt.



STA. 291+13.77 To STA. 386+



For Surfacing Details, Not Shown, See Section Above & Drg. 2070)

CLIMBING LANE - STA. 386+75 To STA. 390+00 Lt

12V-106

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 13
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-U-5-6(83)295		

(29) Remove Extg. P.C.C. Pvmt. - 40 Sq. Yds. (Total)
Inst. 6" Dr. Pipe - 180' (Total)
High Strength P.C.C. Pvmt. - 40 Sq. Yds. (Total)
Special Filter Matl. - 27 C.Y.
Tr. Exc. 40 C.Y.
(See Transverse Dr. Detail, Sheet 20)

NORTH BOUND
SOUTH BOUND
Extg Curb
6"Dr.-300'
6"Dr.-175'
6"Dr.-600'
6"Dr.-36'
10"Sew.-175'
8"Sew-8'
6"Dr.-246'
6"Dr.-236'
6"Dr.-12'
8"Sew-8'
6"Drain
6"Dr.-200'
6"Dr.-168'
6"Dr.-180'
8"Sew-12'
330
335
"L" 334+00 P.O.C. (40.2' Lt.)
"A" 332+00.0 P.C.S.
"A" Line 320' Sp. S 6°24' a 1.25
"A" 337+20.00 P.T.
S 83°30'28.5" W.
"A" 337+45.36 P.S.
330+60.42 P.S.C.
4° C.R. Ta 42°26'30" Ts 808.72' Lmo 561.04'
336+21.46 P.C.S. "L" 336+21.46 P.O.C.
"A" 337+40.34 P.C.S.
Exc. 485 N. Bd.
960 N. Bd. (Excess)
275 S. Bd. (Excess)
Emb. 118 N. Bd (Topsoil)
56 S. Bd. (Topsoil)
Emb. 355 N. Bd.
"LS" 4° C.R. Ta 10°00' T 136.83' Ts 244.06'
"LS" 262.25' Sp. S 5°18'22" W. Lane Taper
SW. CAPITOL HWY.
343+15.08 P.S.
"L" 344+15.40 P.C.
500' Sp. S 8°45' a 0.7
"LS" 2°12' C.L. Δ 8°45' T 199.25'
"L" 348+13.13 P.T.
"L" 348+15.50 P.O.T.
348+15.08 P.S.C.
3°30' C.L. Ta 71°02' Ts 1422.74'
345
350
6"Dr.-170'
6"Dr.-152'
6"Dr.-50'
6"Dr.-144'
6"Dr.-250'
6"Dr.-396'
Match Extg. Curb
Capitol Highway Off-Ramp
Exc. 195 N. Bd.
230 N. Bd. (Excess)
35 S. Bd. (Excess)
Emb. 150
See Sheet 14 N. Bd.
See Sheet 14 S. Bd.
See Sheet 14
Approx. Pvmt. Limits
MATCH LINE "A"
MATCH LINE "A"

Sec. 29, T.1 S., R.1 E., W.M.

☆ See Adjacent Sheet

(1) Remove Extg. Curb

(2) Const. Type "C" Curb

(3) Remove Extg. Inlet - 9 (Total)

(4) Adjust Manhole - 14 (Total)
(For Details, See Drg. No. 2050)

(5) Adjust Inlet - 11 (Total)
(For Details, See Sheet 2H)

(6) Const. Type "G-1" Inlet - 12 (Total)

(7) Inst. 8" Sewer Pipe - 80' (Total)
Tr. Exc. 8 C.Y.

(8) Extend 6" Dr. Pipe - 30' (Total)
Special Filter Matl. - 2 C.Y.
Tr. Exc. 3 C.Y.

(9) Const. Type "G" Inlet - 14 (Total)

(10) Inst. 6" Dr. Pipe 7128 ' (Total)
High Strength P.C. Conc. - 1472 Sq. Yds. (Total)
Special Filter Matl. - 1004 C.Y.
Tr. Exc. - 1470 C.Y.

(11) Inst. 8" Dr. Pipe - 380' (Total)
Special Filter Matl. - 56 C.Y.
Tr. Exc. 8 C.Y.

(12) Inst. 10" Sewer Pipe - 1510' (Total)
High Strength P.C.C. Pvmt 251 Sq. Yds. (Total)
Special Filter Matl. - 168 C.Y.
Tr. Exc. 130 C.Y.

(13) Remove Extg. P.C.C. Pvmt. - 685 Sq. Yds (Total)
Inst. 6" Dr. Pipe - 718 ' (Total)
Early Set P.C.C. Pvmt. - 795 Sq. Yds. (Total)
Special Filter Matl. - 110 C.Y.
Tr. Exc. 160 C.Y.
(For Details, See Sheet 2G)

(14) Remove Conc. Island
Const. Type C Concrete Island
(Dr. No. 2077)

(15) Remove Extg. Metal Median Barrier
(See Note 16, Sheet 9)

(16) Const. Conc. Median Barrier
(See Note 17, Sheet 9)

(17) Sta. 337+50 To Sta. 347+30
Const. Non Standard Conc. Median Barrier - 980
(For Details, See Sheet 2E)

(18) Sta. 347+30 To Sta. 386+75
Const. Conc. Median Barrier - 3945'
(Drain Slots To Be Filled With Mortar During Inst.)

(19) Const. Conc. Surfacing, Thkn. - 5" Nom.
(For Details, See Sheet 2)

(20) Extg. Conc. Wall
Const. Weep Hole Drains - 17 (Total)
(For Details, See Sheet 2D)

(21) Const. Conc. Retaining Wall
Class 3300 - 1½" Conc. - 167 C.Y.
Reinforcement - 7230 Lbs.
Structural Exc. 384 C.Y.
Special Backfill Matl. - 220 C.Y.
(For Details, See Sheet 2D)

(22) Reconst. Extg. Impact Attenuator
(See Drg. No. 30614

(23) Remove Extg. Guard Rail - 300'

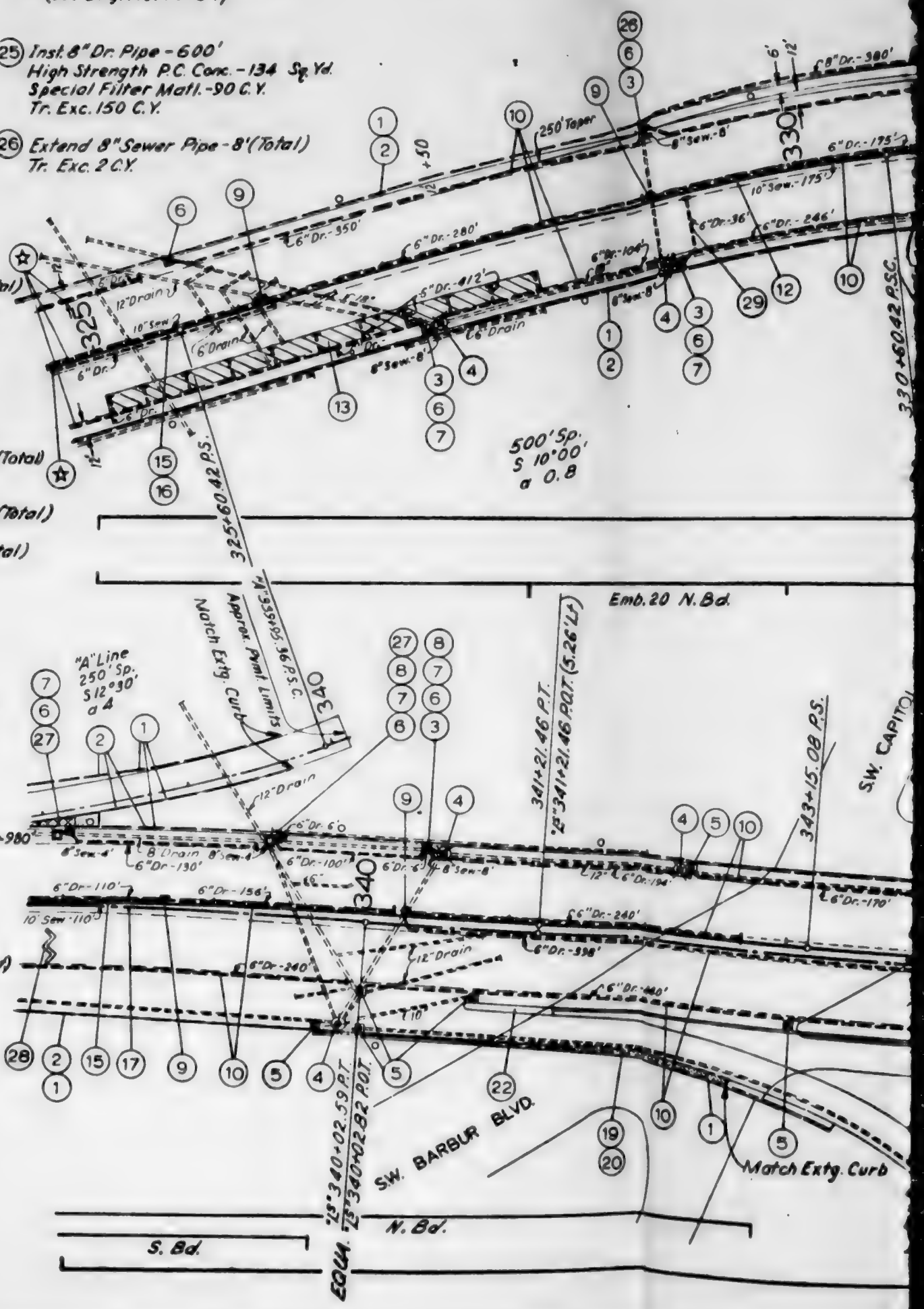
(24) Const. Guard Rail - 300' (Type 2A)
(24A) Const. Anchor - 1 (Type 2)
(24B) Inst. End Piece - 1 (Type "A")
(24C) Const. 1 Bridge Connection
(See Drg. No. 23257)

(25) Inst. 8" Dr. Pipe - 600'
High Strength P.C. Conc. - 134 Sq. Yd.
Special Filter Matl. - 90 C.Y.
Tr. Exc. 150 C.Y.

(26) Extend 8" Sewer Pipe - 8' (Total)
Tr. Exc. 2 C.Y.

(27) Cap Inlet - 2 (Total)

(28) Remove Extg. P.C.C. Pvmt. At Joint - 60 Sq. Yds. (Total)
High Strength P.C.C. Pvmt. - 60 Sq. Yds. (Total)
(For Details, See Sheet 2F)



☆ See Adjacent Sheet

(1) Remove Extg. Curb

(2) Const. Type "C" Curb

(3) Remove Extg. Inlets - 14 (Total)

(4) Adjust Manhole - 9 (Total)
(For Details, See Drg. No 2050)

(5) Const. Type "G" Inlets - 12 (Total)

(6) Const. Type "G-1" Inlets - 14 (Total)

(7) Inst. 8" Sewer Pipe - 106' (Total)
Tr. Exc. 25 C.Y.

(8) Extend 6" Drain Pipe - 76' (Total)
Spec. Filter Matl. - 4 C.Y.
Tr. Exc. 5 C.Y.

(9) Extend 8" Drain Pipe - 16' (Total)
Spec. Filter Matl. 1 C.Y.
Tr. Exc. 2 C.Y.

(10) Inst. 6" Dr. Pipe - 6,270' (Total)
High Strength P.C. Conc. - 1,379 Sq. Yd. (Total)
Spec. Filter Matl. - 941 C.Y.
Tr. Exc. 1,379 C.Y.

(11) Inst. 8" Drain Pipe - 910' (Total)
Spec. Filter Matl. 134 C.Y.
Tr. Exc. 28 C.Y.

(12) Inst. 10" Sew. Pipe - 1,244' (Total)
High Strength P.C. Conc. 208 Sq. Yd. (Total)
Special Filter Matl. - 138 C.Y.
Tr. Exc. 140 C.Y.

(13) Remove Extg. P.C.C. Pvmt. - 1,702 Sq. Yd (Total)
Inst. 6" Dr. Pipe - 1,678' (Total)
High Strength P.C.C. Pvmt. - 1,908 Sq. Yd. (Total)
Special Filter Matl. - 252 C.Y.
Tr Exc 370 C.Y
(For Details, See Sht. 2G)

(14) Remove Extg. Metal Median Barrier
See Note 16, Sheet 9

(15) Const. Conc. Median Barrier
See Note 18, Sheet 11

(16) Const. Conc. Retaining Wall
Class 3300-1½ (f'c = 1320 Psi) Conc. - 393 C.Y.
Reinforcement - 17,080 Lbs.
Structural Exc. 956 C.Y.
Spec. Backfill Matl. 510 C.Y.
(For Details, See Sheet 20)

(17) Sta. 374+80 To Sta. 386+75
Remove Extg. Guard Rail - 1195'

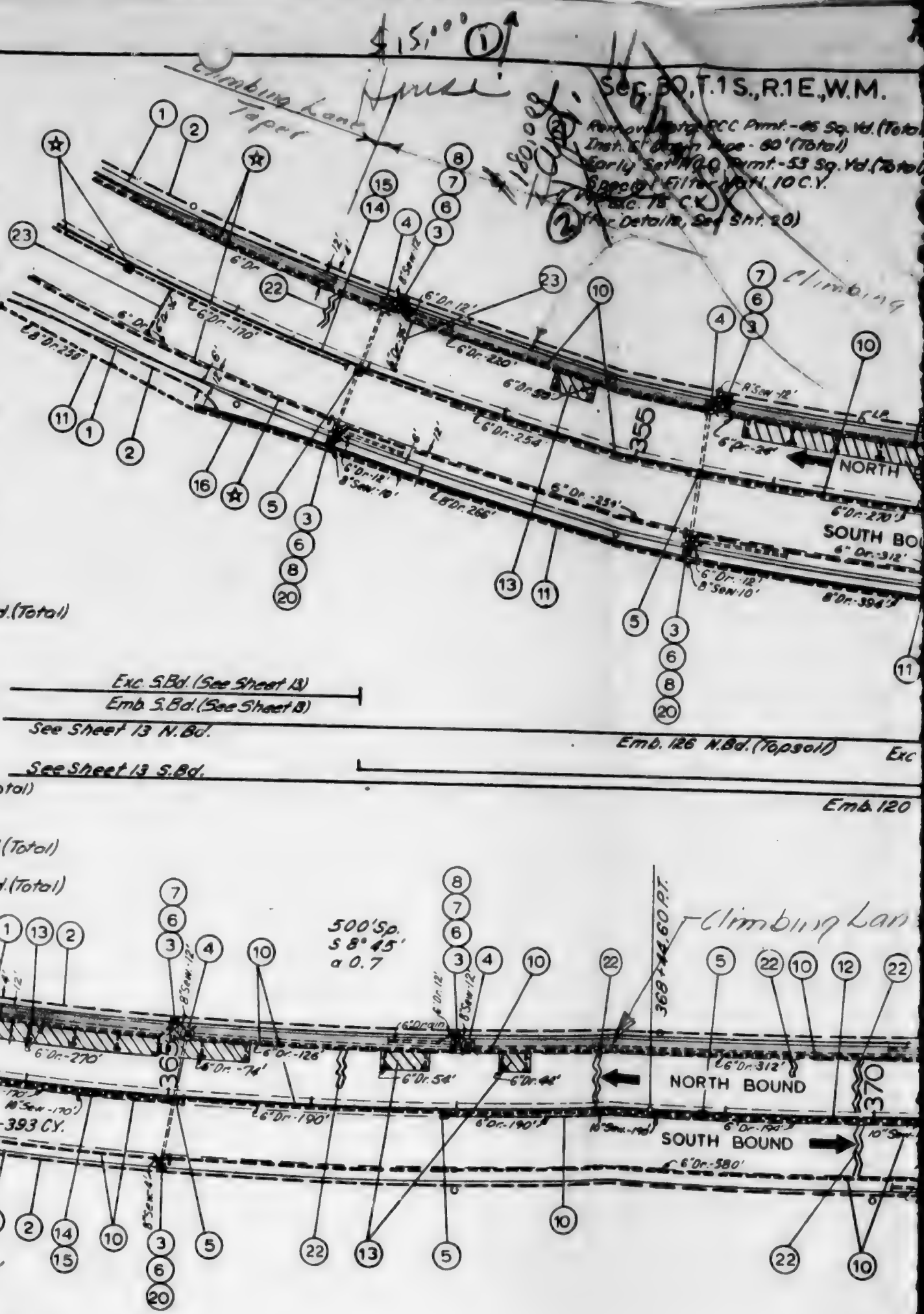
(18) Sta 373+50 To Sta 386+75
Const Guard Rail - 150' (Type 2A)
- 1175' (Type 2A With 8' Posts)

(18A) (18B) Const. Anchor - 1 (Type 2)
Inst. End Piece - 1 (Type "C")

(19) Sta. 375+70 To Sta. 384+95
Remove Extg. Guard Rail - 925'
Const. Guard Rail - 812.5' (Type 2A)

(19A) (19B) Const. Anchor - 1 (Type 2)
Inst. End Piece - 1 (Type A)

(20) Extend 8" Sew Pipe - 38'
Tr. Exc. 4 C.Y.



,R.1E.,W.M.

Pvmt.-46 Sq. Yd. (Total)
- 60'(Total)
mt.-53 Sq. Yd.(Total)
H. 10 C.Y.

(22) Remove Extg. P.C.C. Pvmt At Joints - 79 Sq. Yd. (Total)
High Strength P.C.C. Pvmt. - 79 Sq. Yd. (Total)
(For Details, See Sht 2F)

(23) Remove Extg. P.C.C. Pvmt. - 48 Sq. Yd. (Total)
Inst. 6" Drain Pipe - 216'(Total)
High Strength P.C.C. Pvmt. - 48 Sq. Yd. (Total)
Special Filter Matl. - 133 C.Y.
Tr. Exc. 48 C.Y.
See Transverse Drain Detail, Sheet 20

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SEC.				SHEET No.
PACIFIC HIGHWAY MULTNOMAH COUNTY				14
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FU-5-6(83)295		

Climbing Lane

3°30' C.L
Δ 71°02'
T 1422.74'

NORTH BOUND

SOUTH BOUND

6"Dr-294'
6"Dr-270'
6"Dr-312'
8"Dr-594'
6"Dr-660'
6"Dr-170'
10"Sew-170'
6"Dr-400'
6"Dr-280'
6"Dr-12'
8"Sew-12'
8"Sew-48'
6"Dr-340'
6"Dr-35'
6"Dr-150'
6"Dr-180'
10"Sew-180'
6"Dr-20'
6"Dr-12'
6"Dr-212'
6"Dr-200'
6"Dr-36'
6"Dr-264'
6"Dr-20'
6"Dr-190'
10"Sew-190'
6"Dr-396'
6"Dr-40'
6"Dr-4'
8"Drain
8"Dr-4'
8"Sew-12'
8"Sew-24'
8"Sew-12'
8"Sew-12'
8"Sew-12

(☆) See Adjacent Sheet

(1) Remove Extg. Curb

(2) Const. Type "C" Curb

(3) Remove Extg. Inlets - 5 (Total)

(4) Adjust Manholes - 3 (Total)
(For Details, See Drg. No. 2050)

(5) Adjust Inlet - 1 (Total)
(For Details, See Sheet 2H)

(6) Const. Type "G-1" Inlets - 6 (Total)

(7) Inst. 8" Sewer Pipe - 24' (Total)
Tr. Exc. 5 C.Y.

(8) Extend 6" Dr. Pipe - 46' (Total)
Special Filter Matl. - 3 C.Y.
Tr. Exc. 4 C.Y.

(9) Extend Extg. 12" Sew. Pipe - 8' (Total)
Tr. Exc. 2 C.Y.

(10) Inst. 6" Drain Pipe - 1890' (Total)
High Strength P.C. Conc. - 416 Sq. Yd
Spec. Filter Matl. 284 C.Y.
Tr. Exc. 416 C.Y.

(11) Remove Extg P.C.C. Pvmt. - 107 Sq. Yd (Total)
Inst 6" Drain Pipe - 130' (Total)
Early Set P.C.C. Pvmt. - 118 Sq. Yd (Total)
Spec. Filter Matl. - 20 C.Y.
Tr. Exc. 30 C.Y.
(For Details, See Sheet 2G)

(12) Remove Extg. Metal Median Barrier
(See Note 16, Sheet 9)

(13) Const. Conc. Median Barrier
(See Note 18, Sheet 11)

(14) Const. Metal Median Barrier Conn. - 65'
(For Details, See Sheet 2C)

(15) Remove Extg. Guard Rail - 100'

(16) Const. Guard Rail - 100' (Type 2A)
(16A) Const. Anchor - 1 (Type 2)
(16B) Inst. End Piece - 1 (Type A)

(17) Const. Type "G" Inlets - 4 (Total)

(18) Inst. 18" Sew. Pipe - 20'
Tr. Exc. 5 C.Y.

(19) Const. Conc. Retaining Wall
Class 3300-1½ (fc = 1320 p.s.i.) Conc. 60 C.Y.
Reinforcement - 6000 Lb.
Structural Exc. 110 C.Y.
(For Details, See Drg. Nos. 30503 And 30504)

(20) Const. Shldr. Barrier - 138'
(For Details, See Sheet 2F)

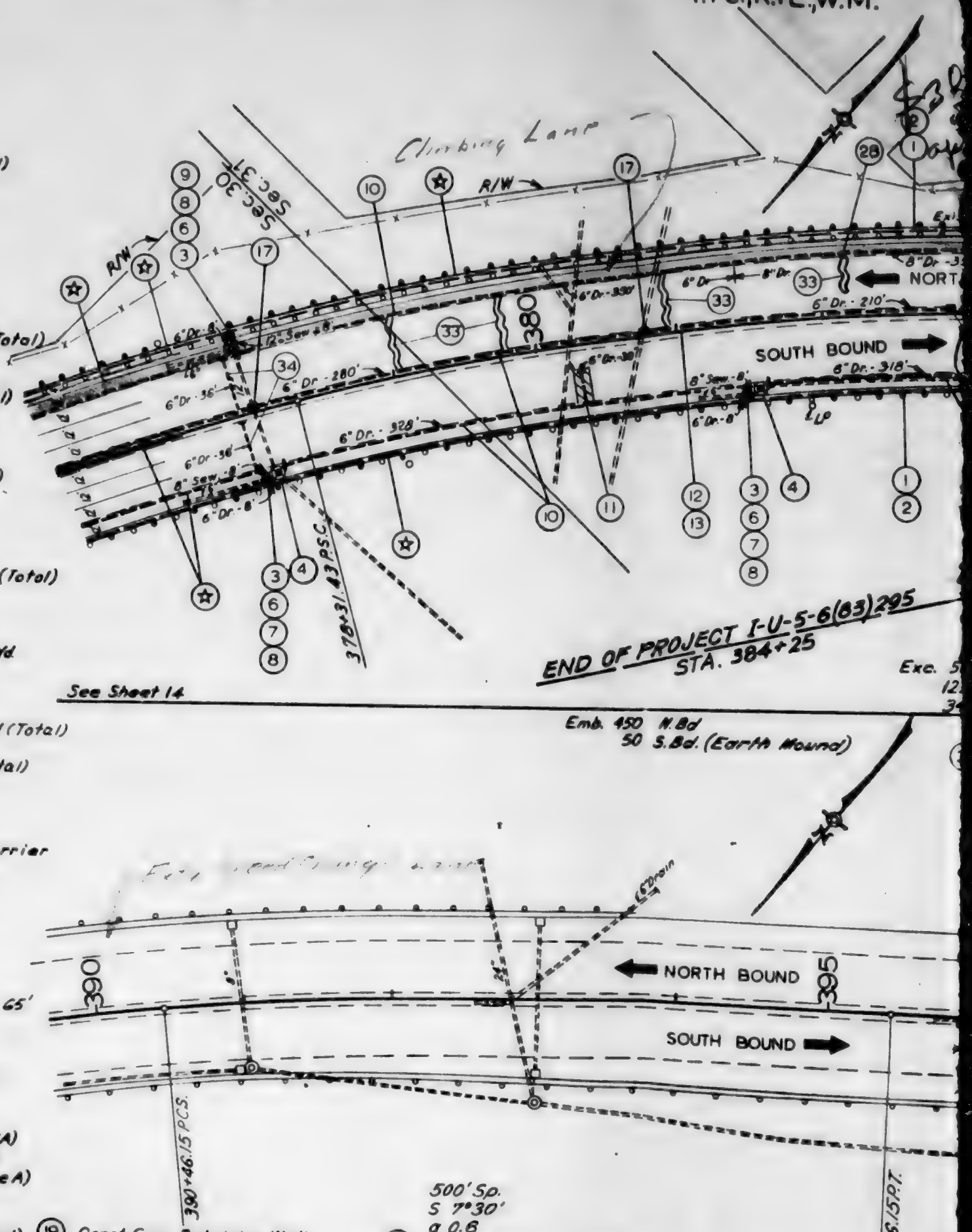
(21) Const. Transition Section
(For Details, See Sheet 2F)

(22) Const. Anchor - 1 (Type 2)
(22A) Inst. End Piece - 1 (Type A)

(23) Cap Extg. Inlet - 1

(24) Remove Extg. Guard R

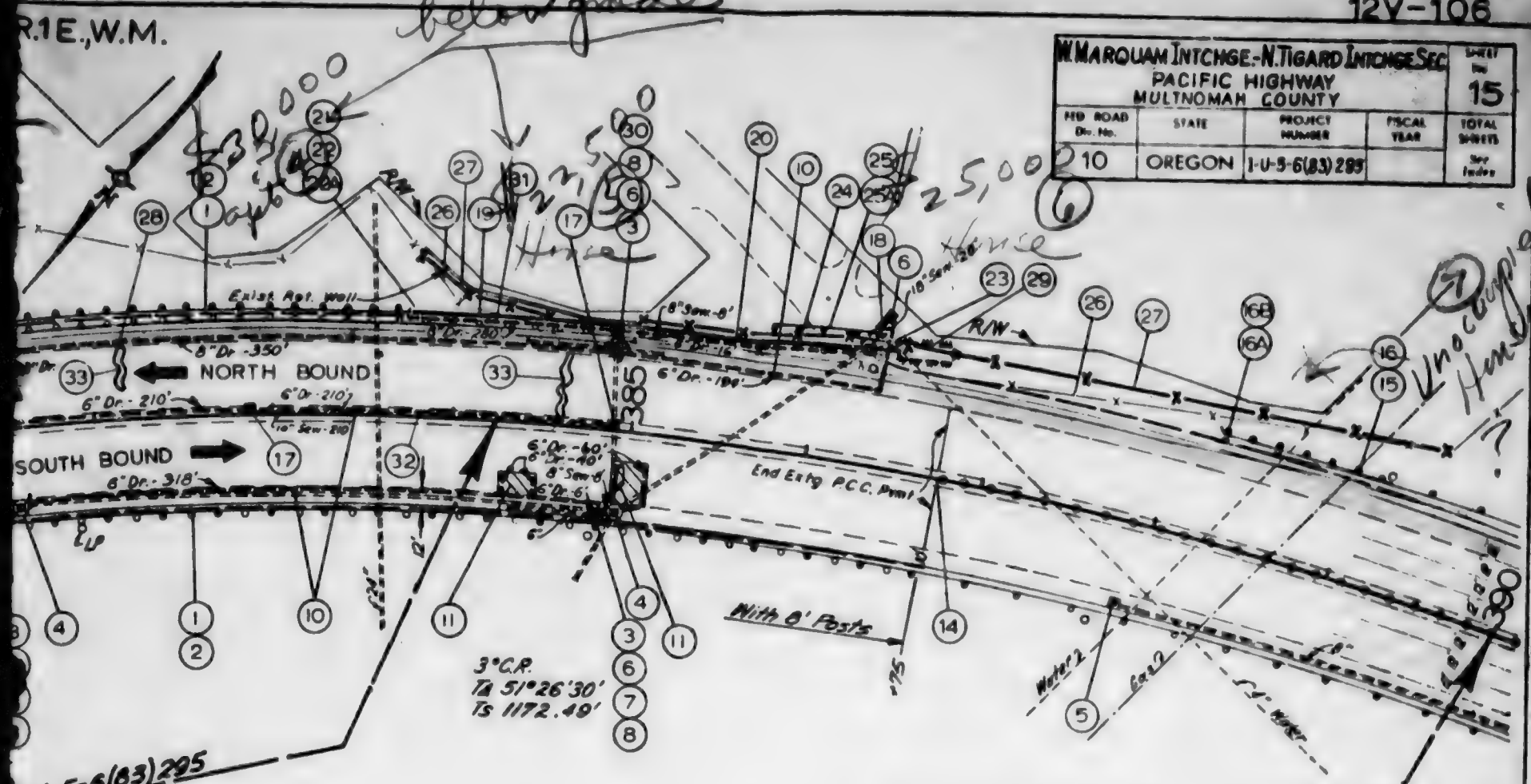
(25) Const. Guard Rail - 62.5
(25A) Inst. End Piec



12V-106

R.1E.,W.M.

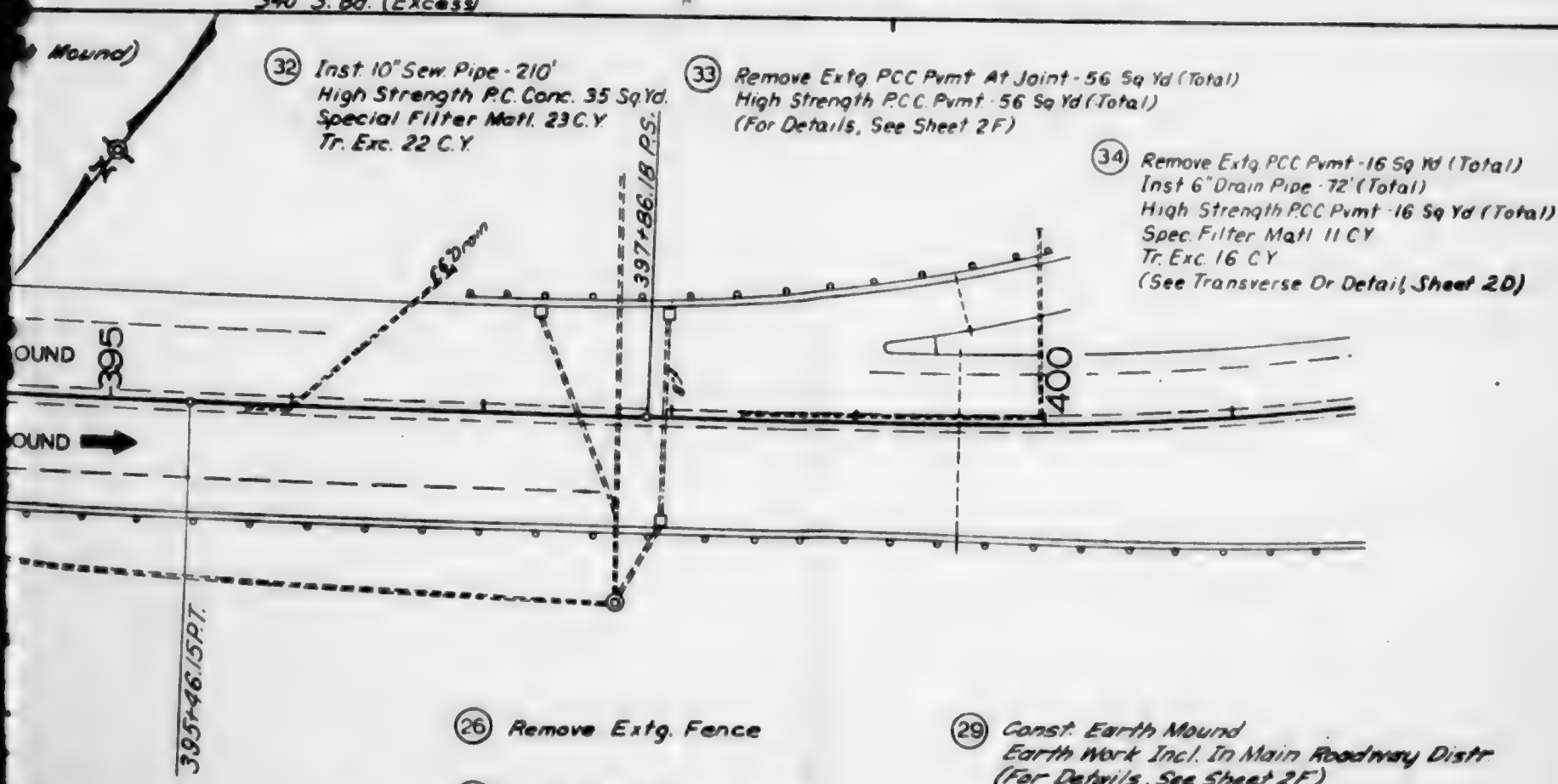
N. MARQUAM INTCHGE.-N. TIGARD INTCHGE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 15
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-U-5-6(83) 295		SEE INDEX



I-U-5-6(83)295
4+25

Exc. 585 N. Bd.
1225 N. Bd. (Excess)
340 S. Bd. (Excess)

END OF CONTRACT PROJECT
STA. 390+00



(32) Inst. 10" Sew. Pipe - 210'
High Strength P.C. Conc. 35 Sq. Yd.
Special Filter Matl. 23 C.Y.
Tr. Exc. 22 C.Y.

(33) Remove Extg. PCC Pvmt At Joint - 56 Sq Yd (Total)
High Strength P.C.C. Pvmt - 56 Sq Yd (Total)
(For Details, See Sheet 2F)

(34) Remove Extg. PCC Pvmt - 16 Sq Yd (Total)
Inst 6" Drain Pipe - 72' (Total)
High Strength P.C.C. Pvmt - 16 Sq Yd (Total)
Spec. Filter Matl 11 C.Y.
Tr. Exc. 16 C.Y.
(See Transverse Or Detail, Sheet 2D)

) Remove Extg. Guard Rail - 65'

Const. Guard Rail - 62.5' (Type 1)
(25A) Inst. End Pieces - 2 (Type A)

(26) Remove Extg. Fence

(27) Inst. CL-6 Fence - 600'
(For Details, See Dwg. No. 2117)

(28) Inst. 8" Drain Pipe - 350'
High Strength P.C. Conc. - 78 Sq. Yd.
Special Filter Matl. - 52 C.Y.
Tr. Exc. 105 C.Y.

(29) Const. Earth Mound
Earth Work Incl. In Main Roadway Distr.
(For Details, See Sheet 2F)

(30) Extend 8" Sew Pipe - 8'
Tr. Exc. 1 C.Y.

(31) Inst. 8" Drain Pipe - 280'
Special Filter Matl. - 60 C.Y.
Tr. Exc. 45 C.Y.

5-28-03

1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 6, 1976

TO E. L. Hardt
Regional Engineer

ORIGINAL SIGNED
R. L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Signing Revisions - Marquam Bridge-North Tigard Section
Pacific Highway - Multnomah County
Contract No. 8326

Attached are three prints of the approved signing plans which show the sign revisions on the above named section in the vicinity of the West Marquam Interchange.

Verbal concurrence has been received from FHWA to receive Federal aid and to accomplish the work using State sign crews. You should prepare a State Force Order and submit it for eventual transmittal to FHWA so that Federal funds can be utilized.

Striping should also be revised as shown on the plans.

Attachment
cc H. S. Coulter
E. S. Hunter
R. N. Bothman
L. E. George
J. H. Versteeg
C. T. Keasey
L. W. Rulien
D. H. Moehring
ELS:rj: ab

THIS COPY FOR

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 6 - 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO
2 Board WGB Reed
Cole 1 Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

(1) RIGHT LANE ENDS

(2)

Remove existing signs
Install new signs

EXIT 299A
26 EAST
Ross Is. Br.
Macadam Ave
½ MILE

EXIT 298
Corbett Ave
2

No Revisions

5 SOUTH
Salem

Existing Sign

5 SOUTH
Salem

Revised Sign
Sign mounted
1st Ave Structu

NORTH
Front Ave.

405 26 WEST
City Center
Beaverton

5 EAST
The Dalles
Seattle

Existing Signs

EXIT 299B I5-10

~~Remove~~

405 26 WEST
City Center
Beaverton

No Revisions

Revised Signs

To Salem 5

7'-6"

EXIT
298

SW CORBETT AVE

Install new sign

9'-0"

EXIT
299A

Install new sign

Portland Airport
RIGHT LANE

No Revisions

ROSS ISLAND BR.

EXIT 299B

NORTH
Harbor Dr.

405 WEST
City Center
Beaverton

5 EAST
The Dalles
Seattle

EXIT 299A

43 26 EAST
Ross Is. Br.
Macadam Ave

Existing Signs

EXIT 299B

Remove

405 WEST
City Center
Beaverton

5 EAST
The Dalles
Seattle

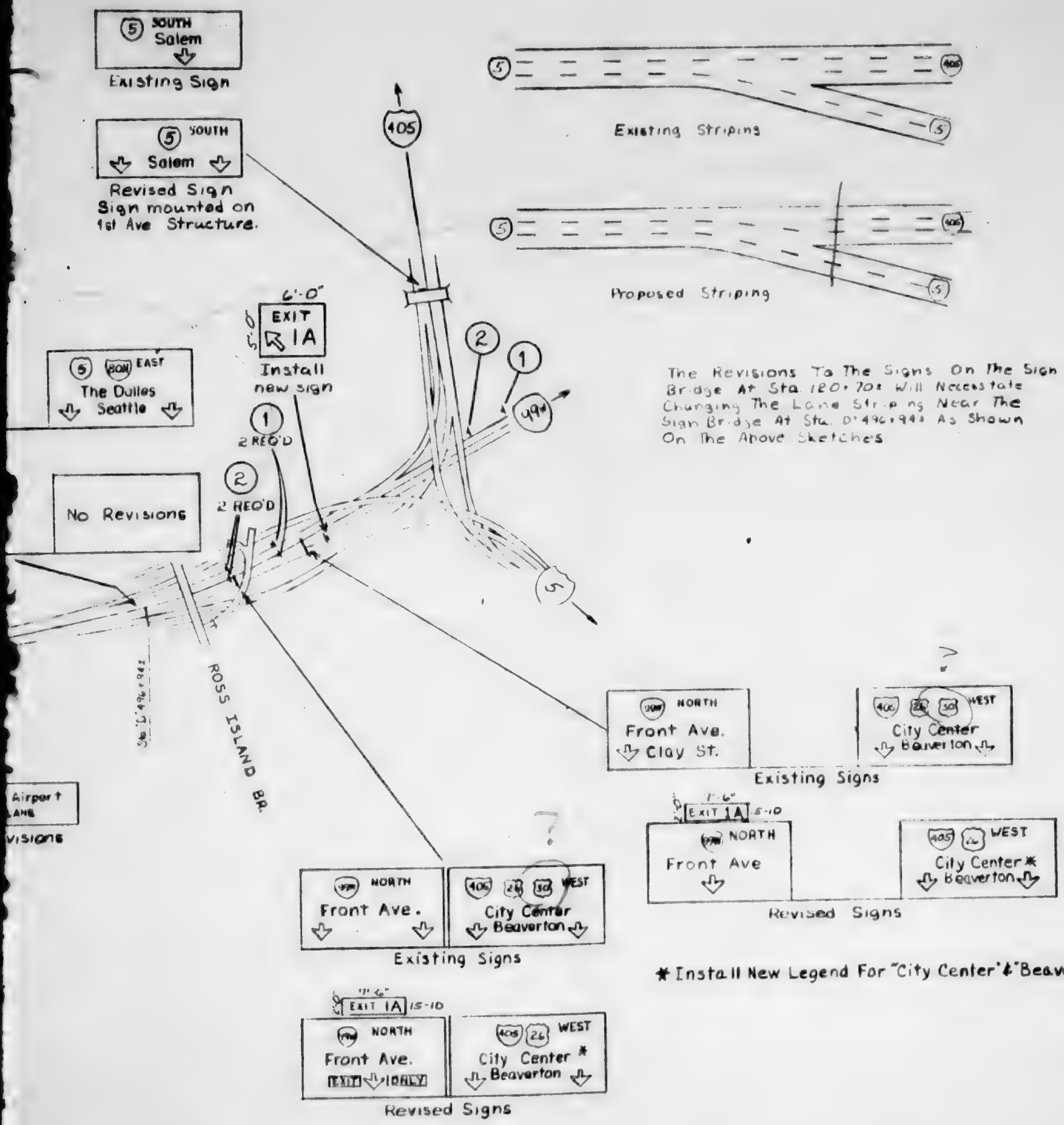
No Revisions

21'-0"

Install new sign

Revised Signs

Verify


5 SOUTH Salem
Existing Sign
5 SOUTH Salem
Revised Sign
Sign mounted on 1st Ave Structure.
5 BOW EAST The Dalles Seattle
No Revisions
6'-0"
5'-0"
EXIT 1A
Install new sign
2 REQ'D
2 REQ'D
405
2
1
99W
5
Sta 180+70
Sta 496+94
ROSS ISLAND BR.
Airport LANE
VISIONS
Existing Striping
Proposed Striping
The Revisions To The Signs On The Sign Bridge At Sta 180+70 Will Necessitate Changing The Lane Striping Near The Sign Bridge At Sta. 496+94 As Shown On The Above Sketches
NORTH Front Ave. Clay St.
WEST City Center Beaverton
Existing Signs
11'-6"
EXIT 1A 15-10
NORTH Front Ave
WEST City Center * Beaverton
Revised Signs
NORTH Front Ave.
WEST City Center Beaverton
Existing Signs
11'-6"
EXIT 1A 15-10
NORTH Front Ave. EXIT ONLY
WEST City Center * Beaverton
Revised Signs
* Install New Legend For "City Center" & "Beaverton"

8236

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By [signature]
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #146107 for $125,000.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

96497

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

For The Account of Oregon State Highway Division

96

DATE April 22, 1976

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sea #504/23 for $5,000 each

Retainage for $70,000 Job #8146
30,000 #8236

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

- ☐ New Cust
- ☐ New Sec.
- ☐ Addition

BAL. _____
MAT. _____
INT. _____

TELLER _____

CUSTOMER _____
(Unnecessary if Sig. Card on file)

1-285 7/72

Branch Record Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

97

Branch McMinnville No. 17

For The Account of

Oregon State Highway Division

DATE April 22, 1976

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

Retainage for $19,000 job #8059
19,000 #8060
8,000 #8199
4,000 #8222

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

The securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

- ☐ New Cust
- ☐ New Sec.
- ☐ Addition

BAL. _____
MAT. _____
INT. _____

TELLER _____

CUSTOMER _____
(Unnecessary if Sig. Card on file)

7/72

Branch Record Copy

8236

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

UNITED STATES NATIONAL BANK OF OREGON

April 12, 1976

94

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $30,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146120

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

94

PHOTOCOPY

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#238482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8236 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co. Funds in these
endorsed by J. C. Compton Co. (renewal of cft. #4 206044) certificates to
Retainage $25,000 job #7860 $35,000 job #8199 be released to
J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be ...tered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, ...re hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any ...f the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

...3/73

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146121

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

PHOTOCOPY

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#238478 dtd 3-30-76 due 4-29-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. ~~XXXXXXXXXX~~ (reissue of #4 213844)
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
55,000	8146			
10,000	8222			

...securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be ...ed for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, ...reby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any ...f the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

...3/73

Customer Copy

I-5

Salem, Oregon
April 7, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region 1 Engineer

West Marquam Interchange -
North Tigard Interchange
Vacation of S.W. Comus Street

This is in reply to your letter of April 1 concerning the possible vacation of a 50' section of Comus Street adjacent to our present truck lane project.

It appears any noise solution in this area would be handled by sound walls which would not conflict with this street vacation. However, Environmental is getting close to a decision regarding DEQ and this noise problem. If we could wait a short time longer on this vacation, we should know what we are going to do and how much, if any, right of way we will need.

DNS:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 1, 1976

FILE:

FROM: EDWARD L. HARDT
Regional Engineer

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: WEST MARQUAM INTERCHANGE - NORTH TIGARD INTERCHANGE
Vacation of S.W. Comus Street

Attached you will find a print of a map showing several subdivisions between I-5 and Barbur Blvd. north of the North Tigard Interchange. This is the area which we are presently studying for solutions to noise problems. You will notice an area colored red at the point where S.W. Comus Street abutts the freeway right of way.

Most of this street was vacated by Multnomah County in 1974. At that time the Highway Division reserved the 50 feet adjoining the freeway for possible use when we widened same. On the surface, our widening has been completed now and the person owning the adjoining property is very anxious to have the remaining 50 feet vacated. It would appear that we would have no reason to try to block this vacation since our widening is completed. However, it is my understanding that it may be necessary to do some additional work for noise abatement. Therefore, I would appreciate it if you would advise me whether I can give the County a clearance to vacate this piece or whether we may have some need for it in the future. I would appreciate hearing from you by April the 8th if possible.

ELH/lms
Attachment

RECEIVED
APR 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

S.W. DICKINSON

COMUS

FREEWAY

VACATION #4325
4/18/74

50'

RD No. 1299

HIGHWAY

SALEM

AVE.

V. PASADENA

PACIFIC

SIDE

S.W.

CO. RD. 1562

POMONA

8230

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146114

DATE 3-26-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for

job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146116

Branch McMinnville No. 17

DATE 3-30-76

For The Account of •

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76 due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-248 7/73

Customer Copy

8236

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60 & 8236

We received your safekeeping receipt No. 146109 covering TCD No. 4 - 213820, in the amount of $25,000. This replaces TCD No. 4 - 206010, (Safekeeping receipt No. 146062) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog, Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton Co.

bc: C.W. Head
J. Bond
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146109

For The Account of •

Oregon State Highway Division

DATE 3-18-76

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 213820 dtd 3-18-76 due 6-16-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #4 206010)

in lieu of retainage for

job #8060	$10,000
8236	9,000)
8236	6,000)

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-868 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 18, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146109 covering $25,000 time certificate #4 213820 for J. C. Compton Co. This is in lieu of retainage for job #8060 $10,000 and #8236 $15,000.

This receipt is for renewal of time certificate #4 206010.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

2.31

45

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8199 & 8236

We received your safekeeping receipt 146108 covering Klamath Co. S.S. general obligation bonds 1976, $25,000 to be deposited in lieu of retainage on contracts 8199 & 8236 with J.C. Compton Co. We have asked the State Treasurer's office to return bonds totalling $20,000 to the contractor and to cancel their safekeeping receipts 1618 and 1619.

The net effect of these transactions is a $5,000 increase in the amount deposited in lieu of retainage on contract 8236.

Vernon E. Skoog, Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

NOTED
C. W. HEAD

cc: J.C. Compton Co.

bc: C.W. Head
J. Bond
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146108[84]

Branch McMinnville No. 17

DATE 3-17-76

For The Account of • Oregon State Highway Division

RECEIVED
MAR 22 1976
COMPTROLLER'S OFFICE

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000 Klamath County School District General Obligation Bond, 1976
dtd 2-1-76 due 2-1-83 4.80% #302/6 with 8-1-76 and sca ($5,000 each)

in lieu of retainage for job #8199 $10,000
#8236 15,000

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-488 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 17, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146108 covering $25,000 Klamath County School District General Obligation Bonds, 1976. This is in lieu of retainage for job #8199 $10,000 and #8236 $15,000.

These bonds are to replace bonds on your safekeeping receipts #1618/19. The bonds under these receipts which are Jackson County School District #9 and Linn Union High School District #8, are to be returned to the J. C. Compton Co.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

copy to Treasurer approving release of above bonds
3/24/76 JP

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

MINED LAND RECLAMATION OFFICE

3523 S. PACIFIC BLVD., P.O. BOX 1028 • ALBANY, OREGON 97321 • (503) 928-5386

March 22, 1976

Mr. Richard Barnard
14260 SW Tonquin Road
Sherwood, Oregon 97140

Versteeg
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Mr. Barnard: cc Pkg 1

Thank you for your letter of March 16, 1976, with reference to the J. C. Compton Company's mining operation at the Stillar property adjoining your parcel of land near Sherwood. I particularly appreciate the copy of the DEQ Notification of Violation. I was unaware of this notification and determination by DEQ. You will notice in the enclosed letter to J. C. Compton, that they have been given a Notice of Non-Compliance according to statutory provision ORS 517.860 (1). I find that they are in violation of their State surface mining permit conditions numbers 1 and 2. A copy of this permit and the attendant conditions are enclosed for your information.

I wish I could respond positively to you that the nuisance and disturbance to you, caused by this mining operation, could be immediately abated by actions of this agency. Unfortunately, I can take only those steps which are prescribed within the statutory authority, and those steps include written notification to the permittee of any violation or deficiency. The law requires that the Department give the permittee 30 days to commence actions to rectify these deficiencies. The law further requires that the permittee diligently proceed until the deficiencies are corrected and thus, in the long run, the problems which presently plague you should abate. However, that is shallow comfort, I am sure, in your immediate distressed situation.

Upon receipt of your letter, I took the following steps.

1. I contacted Washington County to determine steps being taken by the County with regard to the violations which you report of conditions #4.d and #4.m.

2. I contacted the OSHD and notified them that their contractor was under Notice of Non-Compliance by this office.

With regard to these two actions, Washington County advised me that, with

regard to condition #4.d, they did not consider the operator to be in violation of this particular condition. I inquired as to the interpretation of the language "production and processing of rock or gravel shall not be conducted closer than 500 feet to the boundary of an adjoining property line unless written consent of the owner of the adjoining property is first secured" and was assured that a written clarification of the intent of that language will be provided. The State Highway Division is notifying the Highway Engineer in charge of this particular contract, of the Notification of Non-Compliance.

Beyond the steps taken above, I can offer very little in the way of assistance which will be encouraging to you. There does, of course, remain channels of possible relief through the courts. I appreciate very much being kept closely advised of the situation at the site, and want to assure you that this agency will take all steps required to assure conformance within the restrictions and limitations of the State Surface Mining Law.

In answer to your final question with regard to the depth of excavation, the limitation on the depth of excavation under the current permit is limited to that which is commensurate with the reclamation plan and specified subsequent use of the site following the extractive phase of mining. I have enclosed a copy of the reclamation plan as submitted by J. C. Compton to this office.

Sincerely,

Standley L. Ausmus
Administrator
Mined Land Reclamation

SLA/lb
encl.

Copies to: D. Stolte, Washington County
Don Trout, OSHD
DEQ

DEPARTMENT OF
ENVIRONMENTAL QUALITY

PORTLAND REGION

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5263

ROBERT W. STRAUB
GOVERNOR

RECEIVED
MAR 18 1976
DEPT OF GEOLOGY
& MINERAL INDUS.

March 9, 1976

J. C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

Attention: Mr. John C. Compton

Re: NP - J. C. Compton Company
Washington County
ENF-NP-PR-76-47
NOTICE OF VIOLATION

Gentlemen:

The Department of Environmental Quality (DEQ) has continued to receive complaints from residents concerning excessive noise levels caused by J. C. Compton Company, in Sherwood, Oregon.

The Department conducted sound pressure level measurements during operation of the facility on January 29 and March 4, 1976, and determined that the operation was in excess of the maximum allowable noise levels. The results of the measurements are tabulated below:

Peak Impulse Noise Levels Measured
at Noise Sensitive Property

January 29, 1976	L_{Max}	112 dBA
March 4, 1976	L_{Max}	116 dBA

The primary noise source was determined to be the blasting which occurs during the mining of the rock quarry during normal operation.

The standards for noise emissions are specified by Oregon Administrative Rules (OAR) Chapter 340, Section 35-035 (copy enclosed) with the applicable regulations for impulse sound from industry and commerce summarized as follows:

DEQ-24

7:00 a.m. - 10:00 p.m.	10:00 p.m. - 7:00 a.m.
L_{Max} - 100 dBA	L_{Max} - 80 dBA

The noise measurements conducted clearly document violations of OAR Chapter 340, Section 35-035. Thus for this facility to comply with the daytime standards, a reduction of 16 dBA must be achieved. Likewise, nighttime operations would require a total noise reduction of 36 dBA from the present measured noise levels.

In order to resolve the problem, we request that you submit to the Department, in writing, by no later than March 29, 1976, a program which you intend to employ to bring your operation into compliance with the noise standards and the estimated date of completion of the program. Also enclosed you will find our current noise consultant list which you may find of assistance.

If the Department can be of any assistance, or if you have any questions, please feel free to contact Mr. James R. Close of this office at 229-5295.

Sincerely,

LOREN KRAMER
Director

Thomas R. Bispham
Assistant Manager
Portland Region

JRC/jms
Enclosures
cc: Noise Pollution Control Section - DEQ
Regional Operations - DEQ

DEPARTMENT OF ENVIRONMENTAL QUALITY

SOUND PRESSURE LEVEL DATA SHEETS

File T.C. COMPTON

County WASH

BY C-TH - JRC

DATE 3/4/76

SHEET 1

SOURCE COMPTON Acres
SW TONQUIN RD
NEAR SHERWOOD,

COMPLAINANT:

COMPLAINT DATE: Jan 23, 27, 28, MARCH 3,

INSTRUMENTATION		
EQPT	TYPE	SERIAL
SLM	2218 1613 DPRL24	742 506001
MIC		
FLTR		
CAL	GR9651 B+K4220	9651 376062

Windscreen (ON) OFF

R. I. C. ON OFF

	Time	Bat. Ck.	Calibration dB	°F dry bulb	°F wet bulb	%RH	Press. mm Hg	Wind mph	Wind Direct
B+K	1536 PST	✓	124 dB					0-3	R
GR	1544 PST	✓	114 dB					0-3	R

	Measurement Position	Meter Fast/Slow	A Scale	C Scale	Linear Scale	L_1	L_{10}	L_{50}	Peak Impulse
1603 PST	Site 1 GR								111
1603 PST	SITE 2 B+K	"							116
1620	2	F	C 42 dB						
1625	1	F	A 41-42						

Comments: IMPULSE NOISE FROM BLASTING CHARGE WAS 35.43 LBS. MEASUREMENTS AT 1620 AND 1625 ARE WITH ONLY THE SOUND LEVEL METER.

NCCS-

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

MINED LAND RECLAMATION OFFICE

3523 S. PACIFIC BLVD., P.O. BOX 1028 • ALBANY, OREGON 97321 • (503) 928-5386

March 22, 1976

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attn: Mr. Bill Mayhew

Re: Our file #34-0011, Notification of Non-Compliance, ORS 517.860 (1)

Dear Mr. Mayhew:

On March 16, 1976, I received written notification from Mr. Richard Barnard in which he alleged J. C. Compton Company's mining operation, being conducted on the Stillar property in Washington County near Sherwood, is in violation of County conditional use permit #75-300-C, conditions #4.d and #4.m. Included with this notification from Mr. Barnard was a copy of a communication from the Department of Environmental Quality to J. C. Compton Company, dated March 9, 1976, referencing Notice of Violation. In this communication from DEQ, the following is quoted: "The noise measurements conducted clearly document violations of OAR Chapter 140, Section 35-035. Thus for this facility to comply with the daytime standards, a reduction of 16 dBA must be achieved. Likewise, nighttime operations would require a total noise reduction of 36 dBA from the present measured levels." This communication from DEQ seems to substantiate the allegation by Mr. Barnard relative to violation of the conditional use permit provision #4.m.

In light of the above, this letter constitutes notification of non-compliance of surface mining operating permit conditions numbers 1 and 2. (copy attached)

Please advise this office in writing prior to April 19, 1976, of the actions initiated to rectify these deficiencies.

Sincerely,

Standley E. Ausmus
Administrator
Mined Land Reclamation

SLA/lb

Copies to: D. Stolte, Washington County
DEQ (Noise Pollution Control Sec.)
Don Trout, OSHD

8236 I-5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 19, 1976

FILE:

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: West Marquam Interchange-
North Tigard Interchange
Pacific Highway
Multnomah County

Mr. Stan Ausmus, Department of Geology and Mineral Industries, called on March 18, 1976, to say J. C. Compton was operating in violation of his surface mining permit on the Stiller Property which is on the easterly side of S. W. Tonkin Road.

The violations seem to be that he is not abiding by the conditions of the Washington County Conditional Use Permit that is a part of the Department of Geology and Mineral Industries' surface mining permit and he is violating DEQ noise standards.

Mr. Ausmus is issuing a notice to the Compton Company that they have 30 days to correct the situation or face a stop-work order on the operation. I understand DEQ may be doing something very similar.

DLT:jh
cc: C. T. Keasey
E. L. Hardt
Roy Heinz

1 Versteeg ✓
Olson
2 Petersen DOL
Scott
3 Swenson DR
Anderson
4 Trout

RECEIVED
MAR 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Ok copy to Stan Ausmus

8236

Salem, Oregon
March 19, 1976

aDolson

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Director

Sound Walls
North Tigard Climbing Lane
I-5
Multnomah County

As requested we have made estimates of the sound walls to reduce noise to at least 70 dBA at several properties along the south side of the climbing lane between North Tigard Interchange and Capital Highway.

The current noise level at the houses between 53rd and 55th is apparently at 85 to 90 dBA from DEQ information and probably about 85 dBA at the apartment complex. Construction of a climbing lane would move traffic 12' closer to these buildings which would presumably raise the noise level 0.5 to 1.5 dBA.

The wall to protect the five buildings from 53rd to 55th was indicated to be along the shoulder of the road, 1,000 feet long, and vary from 20 to 30 feet in height. This would cost approximately $300,000 to construct. The properties involved were estimated to cost approximately $120,000.

A wall to protect the apartment complex at 10727 S.W. Pacific Highway was indicated to be placed on their property about 20 feet from the building nearest the freeway. It would be 10 feet high and about 250 feet long. This is estimated to cost about $35,000. The property value is estimated to be about $75,000.

It is obvious that construction of a $300,000 wall to protect $120,000 worth of property is not a justifiable expenditure of public funds.

I am not aware of any criteria to establish the amount which can be justifiably spent to eliminate a damage other than a cost equal to the loss of value if the damage is not eliminated. I have no idea what damage could be assigned to the apartment complex but I would doubt that it would approach $35,000.

Attached is a sketch of the area and the walls which were estimated.

ADO:jh
Attachment

Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

W. Barbur Blvd

S.W. Barbur Blvd

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 5, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We have received your Safekeeping Receipt 146100, covering Wolf Creek Highway Water District bonds 91/5, in the amount of $5,000, to be used in lieu of retainage on our contract 8236 with J. C. Compton Co. These funds should not be released to the contractor except upon written notice from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
R. Church
C. Barrett
J. Bond
File Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146100

Branch McMinnville No. 017

DATE March 2, 1976

For The Account of •

Oregon State Highway Division

RECEIVED

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$5,000 Wolf Creek Highway Water District, County of Washington, State of Oregon bonds dtd 7-1-54 due7-1-76 3% #91/5 with 7-1-76 coupon $1,000 each

in lieu of retainage for job #8236

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 2, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

RECEIVED
MAR 04 1976
CONTRACT ACCOUNTING

Gentlemen:

We are enclosing herein our safekeeping receipt #146100 covering $5,000 Wolf Creek Highway Water District bonds for J. C. Compton Co. This is in lieu of retainage for job #8236.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8236

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50.000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. BArrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON

146094

SAFEKEEPING RECEIPT

Branch McMinnville No. 017

DATE 2-19-76

RECEIVED
FEB 23 1976
DEPARTMENT ACCOUNTING

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certifica to be released to J. C. Compton Co. only upon written notice to disbu from Oregon State Highwa Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat... entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146095

DATE 2-26-76

For The Account of • Oregn State Highway Division

DISPOSITION OF PROCEEDS

- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76 due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959) endorsed by J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76 due 3-29-76 in name of J. C. Compton Co. (renewd of $4 205959) endorsed by J. C. Compton Co.

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disbur from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-248 7/71

Customer Copy

5

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 26, 1976

U. S. National Bank
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8236, 8030

Please transfer $9,000.00 deposited in lieu of retainage on contract 8030 (TCD 4 206010, Safekeeping Receipt 146062) to contract 8236. This amount should remain credited to contract 8236 until you receive written notification to transfer from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
John Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 18, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton
Contracts 8146, 8222, 8236

We regret that we cannot accept the following securities deposited in lieu of retainage on our contract with J. C. Compton Co., since they are not general obligation bonds of a political subdivision of the State of Oregon:

1) Port of Portland (Airport Revenue Bds B 1298/1313, $80,000 safekeeping receipt 146085

2) Salem Hts Water Dist., Bonds 265/67 $3,000, safekeeping receipt 146086

3) Alto Park Water Dis., Bonds 22/3, $2,000, safekeeping receipt 146086

We will accept the following bonds deposited in lieu of retainage on contract 8222:

$9,000, Hermiston General Water Bonds 60/68 (Safekeeping Receipt 146087)

$2,000, City of Yamhill G. O. Improvement Bonds 31/34, (Safekeeping Receipt 146087)

$5,000, Clackamas S/D #28 Bldg. Bd. No's. 176/80, (Safekeeping Receipt 146086)

Please reissue Safekeeping Receipt 146086, showing only the Clackamas School District bonds, or issue a new receipt for the bonds.

Please supply us with the maturity dates of any bonds deposited in lieu of retainage by Compton in the future. The safekeeping receipts for the unacceptable bonds are enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

RECEIVED
FEB 17 1976
CONTRACT ADMINISTRATION

146087

Branch ~~McMinnville~~ No. 17

DATE 2/12/76

For The Account of

Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$9,000.00 St. of Or. Co. of Umatilla City of Hermiston Generla Water Bond Nos. 60/68 w/3/1/76 & s.c.a.

$2,000.00 St. of Or. Co. of Yamhill City of Yamhill General Obligation Improvement Bond Nos. 31/34 @/4/1/76 cpn. attached

In lieu of
Retainage for job # 8222
Funds in these bonds to be released to J. C. Compton Co.
only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for redemption they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof, which conditions are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

February 16, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Enclosed herewith our safekeeping receipt #146085 covering $50,000.00 Port of Portland Bonds in lieu of retainage for job #8236, $30,000.00 Port of Portland Bonds in lieu of retainage for job #8146. Also enclosed safekeeping receipt #146087 covering $9,000.00 City of Hermiston Bonds and $2,000.00 City of Yamhill Bonds in lieu of retainage for job #8222. Also enclosed safekeeping receipt #146086 covering $5,000.00 Clackamas School District , $3,000.00 Salem Heights Water Dist. Bonds, $2,000.00 Multnomah Alto Park Water District Bonds in lieu of retainage for job #8222.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

bjm

Encls.

McMINNVILLE BRANCH
3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8236

I-5

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 4, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMO TO THE FILES

SUBJECT: West Marquam Interchange--
N. Tigard Interchange Section
Pacific Highway
Multnomah County

Attached is a copy of correspondence from the Department of Geology and Mineral Industries for J. C. Compton's material source.

2-4-76

Just talked w/Ausmus at Dept. Geol. & Mineral Ind- Compton applied for & was granted a provisional operating permit on 2-3-76

Don Trout

DLT:az
Attachment
cc: C. T. Keasey
Ed Hardt
Roy Heiny

1 ✓

2 ✓

8236 1-30-76 1-5 1-30-76

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

1969

FILE:

FROM: Donald L. Trout
Design Office Engineer

TO: MEMO TO THE FILES

SUBJECT: West Marquam Interchange--
N. Tigard Interchange Section
Pacific Highway
Multnomah County

Mr. Stan Ausmus, Department of Geology and Mineral Industries, called this morning to report that the J. C. Compton Company was operating without a surface mining permit in a pit to furnish material for the above project. Mr. Ausmus said he was issuing a "closure order" on the operation until a permit is obtained. No surface mining permit was ever applied for. He said the order would allow the contractor to process the rock that had been shot but that would be all. This information was phoned to Mr. Bryant Jackmond, Construction Section. The site is on the Stiller property in Sec. 33, T.2S., R 1W. It is on the easterly side of S.W. Tonkin Road.

Other information revealed in my conversation with Mr. Ausmus was:

1. Compton had obtained a Conditional Use Permit from the county in November 1975.

2. Residents adjacent to the site were concerned for the safety of their wells because all the material to be removed must be blasted out.

3. Mr. Ausmus would not anticipate any problems in issuing a permit for the site once an application was received.

DLT:az
cc: C. T. Keasey (Jackmond)
Ed Hardt
Roy Heinz

8236

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File copy

SIGNED
C. W. HEAD

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146074

For The Account of • Oregon State Highway Division

Branch McMinnville No. 2017

DATE 1-20-76

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for

Job #8146 $29,000 8146 $14,500 8059 $21,000
~~#8222~~ ~~1,500~~ 8030 ~~29,000~~ 8236 ~~5,000~~

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, the proceeds may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof. Coupons, if any, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

18-208 7/75

NOT NEGOTIABLE

Customer Copy

8236

1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: J. Bond C. W. Head
C. Barrett R. Church

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for $32,000 job #8059/60 37
15,000 8236
70,000 8146
8,000 8199

funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146069

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909)
Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922)
Retainage for $50,000 job #8059/60
$25,000 job # 8236 $25,000 job #8222

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the reverse hereof, which are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-268 7/72

Customer Copy

8236

13

1C6-1-S
1C6-1-K
36-6-K

January 2, 1975

Mr. Loren Kramer, Director
Department of Environmental Quality
1234 SW Morrison Street
Portland, OR 97205

Dear Mr. Kramer:

Mr. Fred Klaboe, Administrator and State Highway Engineer, requested that I reply to your letter concerning the noise levels adjacent to I-5 north of the north Tigard Interchange in southwest Portland.

I had hoped to have definite answers to your questions by this time. Unfortunately our review of the situation has taken longer than anticipated. The contractor is presently doing little or no work on this project because of winter weather. The existing traffic conditions will therefore remain as they have been in the past until at least the fall of 1976.

We will continue to study the noise level situation and, hopefully, have a positive solution within the next few months.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
G. A. Potter
E. L. Hardt

R. N. Bothman

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-

RECEIVED
STATE HW ENGR
NOV 18 '75
REFER TO Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

November 13, 1975

Mr. F.B. Klaboe, Administrator and
State Highway Engineer
OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, OR 97310

Re: I-5 Widening
Southwest Portland

Dear Mr. Klaboe:

The Department has recently received several noise complaints from citizens that reside near the I-5 freeway north of the Barbur Blvd. exit in southwest Portland. The source of their complaints is a truck climbing-lane widening project. Presently, the complainants are disturbed by the construction equipment noise, especially in the early morning hours. They are also concerned that the noise from the highway will increase after this modification.

The Department understands that no noise abatement is planned for this project although one residence is located within 13 feet from the edge of the new traffic lane. Several other residences are very close to the freeway and the widening project will cause significant noise increases at their homes. In response to the citizen's complaints, the Department has calculated the current and projected noise levels at several locations near the section of I-5 freeway that is being widened.

First, the existing noise levels were calculated using the present traffic volumes and distances to the noise sensitive receptors. For example, at the residence located at 5343 S.W. Pasadena, the corner of the house is approximately 18 feet from the edge of the nearest existing travel lane. A peak hour L_{10} noise level of 87.6 dBA was calculated with a 24 hour L_{eq} of 81.9 dBA at this house. These figures were verified with actual measurements by the Department's staff. The new noise levels were calculated after the distances were adjusted to include the new traffic lane and assuming no increase in traffic volume. It was calculated that the example residence will experience peak hour L_{10} levels of 90 dBA and 24 hour L_{eq} levels of 84.3 dBA after this project is completed.

The Federal Department of Transportation, FHWA noise standard,

NOTED
R. L. SCHROEDER

RECEIVED
NOV 19 1975
Office of
Assistant State Highway Engineer

DEQ-1

allows a peak L_{10} statistical noise level of 70 dBA exterior of residences. It was calculated that the L_{10} noise levels near some of the houses along this widening project will experience 85 to 90 dBA. We should note that a difference of 10 dBA is perceived as twice as loud; and therefore, a 20 dBA difference is four times as loud. It is generally agreed that the FHWA standard is not protective of health and welfare; however, the federal government has left this responsibility to local jurisdiction.

The Federal Environmental Protection Agency has recently defined all-day noise levels that are protective of public health and welfare. E.P.A. states that a day-night noise level (L_{dn}) of 45 dBA indoors is protective of activity interference and an all-day equivalent energy level (L_{eq}) of 70 dBA protects against hearing loss. None of the locations that were investigated currently are below the activity interference level either outside or inside the residence. Therefore, the freeway noise is certainly an annoyance to many people along its route. E.P.A. also states that a L_{eq} of 60 dBA or less is needed for adequate voice communication. We find that many interiors of residences near this project will exceed an L_{eq} of 60 dBA throughout the day and night. Naturally a level that protects against sleep disturbance is less than one that is protective of speech communication.

The most important level that E.P.A. has defined is the 24-hour L_{eq} of 70 dBA, that is protective of permanent hearing loss. We have found that the interior of several residences near the project will increase to above an L_{eq} of 70 dBA. Thus a person may suffer permanent hearing damage if he is subjected to the freeway noise within his home.

There are several alternatives available to reduce the noise impact of this project to those with a valid complaint. Noise barriers should be erected along the edge of the roadway in noise sensitive areas.

In the case of houses located very close to the edge of the road, it may be necessary to remove these houses. It would appear that a house located less than ten to twenty feet from a road carrying heavy truck traffic would be removed for safety reasons if for nothing else.

As we are obliged to respond to Oregon's citizens in the protection of their environment, please notify us of your intentions in this matter.

Sincerely,

LOREN KRAMER
Director

JH:je
cc: Janet McLennan

8236 W Marquam Intchge-N Tigard 1975
Intchge Sec of Pac Hwy in Ptld.
(Grad, pav, barriers, sign, & ill) #2

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Oregon State Treasurer
J. C. Compton Co.

Form 01-734-3122

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

For The Account of •

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000.00

U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co.
Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

in lieu of retainage for

Job # 8146	$29,000	Job # 8030 ✓	$29,000	Job # 8236	
#8172	16,000	# 8059	21,000	$5,000	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

For The Account of • State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00	U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76 reg n/o J. C. Compton endorsed by J. C. Compton Co. Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisio

in lieu of retainage for
Job # 8060 $10,000.00
8030 9,000.00
8236 6,000.00
per letter of 12/9/75

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

FB-265 7/71

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. 100 000 00
Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

8236

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

U. S. National Bank
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8146 & 8236

Enclosed please find U. S. National safekeeping receipt 146053 covering $50,000 in Government Development Bank for Puerto Rico, Commonwealth Guaranteed notes of 1975. We regret that we cannot accept these securities as deposits in lieu of retainage on Highway contracts. In accordance with ORS 279.575, the State Treasurer shall approve securities deposited in lieu of retainage; these securities do not meet with the Treasurer's office's approval on the grounds that they are not guaranteed by the United States or its agencies.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

Form 81.734.3122

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

Oregon State Treasurer
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contracts 7680 & 8236

Please transfer $5,000 of TCD 4 189396 (Safekeeping Receipt 1585) from contract 7680 to contract 8236. As advised in our letter of November 26, 1975, contract 7680 has been finaled with the contractor and all retainage requirements have been fulfilled.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

8236

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

J. C. Compton Co.
PO Box 86
McMinnville, WA 97128

Attention: Allen Hay

Re: Contracts 8030 & 8236

Per your request, we have transferred $6,000.00 of TCD 195949, deposited in lieu of retainage on contract 8030, to contract 8236. We presently hold U.S. National safekeeping receipt 146028 for the above certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank
bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File

rm 81-734-3122

8236 11-21

Scott:

After your call monday, Marion + I toured project with Roy. He has had an ongoing problem with Compton getting adequate traffic control. Compton doesn't argue, he just doesn't respond. I don't like to threaten a shut down, but Bud has tried everything else.

Ed H.

RECEIVED
NOV 24 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Portland, OR
Nov. 20,1975

NOTED
H. S. COULTER

W. Marquam Int. - N. Tigard Int.
Pacific Hwy
Contract: 8236

J. C. Compton Co.
P.O. Box 86
McMinnville,OR 97128

Attention: Jack Budd

Again I must refer to past conversations and instructions this time regarding traffic cone and early warning neon sign maintainence. Traffic damage to the traffic control cones has not been rectified on a day to day basis. This has resulted in a high percentage of non reflectorized cones, dirty cones and cones damaged to the extent that they are no longer stable. These must be brought up to standards. If this is not accomplished by the end of the Thanksgiving holiday, 12-1-75, all construction activities will be halted. If the neon sign on the Ross Island structure is not operational by the same date no further construction activity will be allowed in the south bound lanes.

Also, proper cone spacing must be maintained. This means that either enough cones must be available to properly deliniate the areas you intend to close or the closed areas must be tailored to the cone supply which you have on hand. Please take this into consideration when you schedule the various work for any given day.

Very truly yours,

Roy T. Heinz,
Resident engineer

cc: [illegible]

RECEIVED
NOV 20 1975
REGION 1

TE RSE
UE RSM
SO RSI
ENV LOC

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

November 7, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipts 146039 covering TCD 4 195973, $125,000 and 146038 covering Multnomah County School District #4, Bonds #139/41, $15,000 to be applied in the following manner on Highway contracts with J. C. Compton Co.

Contract	Amount
8059/60	32,000
8146	70,000
8199	8,000
8236	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: C. W. Head
J. Bond
R. Church
C. Barrett

8236

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING · SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt 146016 for TCD #4 195922, $100,000, to be used as deposits in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8059/60	$50,000
8222	25,000
8236	25,000

We have asked the State Treasurer to return the bonds held on contracts 8059 and 8060 (Safekeeping Receipts 1454 and 1455, $50,000) to the J. C. Compton Co.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Oct. 9, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146016 covering a U. S. National Bank time certificate of deposit #4 195922. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1454 and #1455.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

Phoned. S/ Treas. 10/10 to release Write Letter

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146016

Branch McMinnville No. 017

DATE 10-8-75

The account of • (Deposited By J. C. Compton Co.)

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY

$100,000.00 U. S. National Bank of Oregon 6.750% nonnegotiable time cft. of dep. #4 195922 dtd 10-8-75 due 1-6-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

This receipt provides retainage for

$50,000	Job #8059/60
$25,000	#8236
$25,000	#8222

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

8236

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 2, 1975

FROM: M. D. Glenn
Construction EEO Engineer

TO: Mary Deits
Ass't. Attorney General

SUBJECT: West Marquam Intch. - N. Tigard Intch.
FAP No. I-U-5-6(83)295
Contract No. 8236
Mr. Dawson's Sept. 30, 1975 Request for Legal Determination of Subcontractor Status

Attached are findings obtained from FHWA Labor Compliance Manual relating to Davis-Bacon and other related acts. I am not sure these have any applicability to Mr. Dawson's request and the applicability to EEO requirements.

They do indicate, however, that for wage purposes, the Department of Labor would consider Mr. Dawson an employee of J2K, subcontractor on above project. Individual owner-operator truck drivers, while given special classification consideration, are still considered no different than other classifications of laborers and mechanics for payroll reporting and certification purposes.

This would tend to reinforce the contractor's union agreement requirements and the Teamster Union's notification that Mr. Dawson be terminated unless he joined union after being employed seven days. Per Article IV of the agreement, I don't see that a finding that he be considered a sub-subcontractor would have affect on the Union's action.

MDG:mk

Attach.

cc: FHWA/att.
H. S. Coulter
Jim Butler

NOTED
H.S.COULTER

RECEIVED
OCT 2 1975
Office of
Assistant State Highway Engineer

FORM 81-7J4-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 2, 1975

FROM: M. D. Glenn
Construction EEO Officer

TO: THE FILES

SUBJECT: West Marquam Intch. - N. Tigard Intch.
Contract No. 8236
FAP No. I-U-5-6(83)295
Request by Mr. Dawson of Attorney General Opinion as to Subcontractor Status

On September 30, 1975, at approximately 4:15 p.m., I received a telephone call from Janice Peterson of our Finance Branch. She informed me that a Negro owner-operator truck driver was in her office with a complaint which occurred on one of our projects. I instructed her to send the party over to my office, which she did. The party was Mr. David Dawson, who is the only minority owner-operator truck driver in the State, and his wife.

Mr. Dawson explained that J2K Company, a subcontractor for the J. C. Compton Company on subject project, had hired him approximately two weeks ago and that the Teamsters Union had subsequently had him terminated. I explained to him it would be necessary for him to file a written complaint stating all the facts and dates. He was well aware of the requirements inasmuch as he had filed a complaint before with EEOC. He and his wife were also well aware of the length of time necessary for the various complaint procedures to be processed. They wanted to know if there wasn't a faster way, such as an Attorney General's ruling, of getting a determination on his complaint. He considered himself a subcontractor to J2K and not an employee.

Mr. Dawson and his wife kept referring to a ruling that had been made in the State of Washington regarding this subject which apparently allows an owner-operator to operate as a subcontractor without having to join the union. I informed him I was not aware of such a law and it was possible there might be such a State law in Washington which would not apply in Oregon. However, as I was not familiar with this possibility, I contacted our legal department and requested that Mary Deits or Jack Sollis wait there until I came over with Mr. Dawson. I then accompanied Mr. Dawson and his wife over to our legal branch and introduced them to Mary Deits, Assistant Attorney General.

Mr. Dawson continued explaining to her what had occurred on the project.

According to Mr. Dawson, J2K had two truck operations underway. One with several flatbed trucks loading underneath a trenching machine and the other operation consisted of several dump trucks, including his own, which were being loaded by a backhoe. On a Friday, which date he was not sure, the trenching machine broke down and the drivers of the flatbed trucks were laid off while he and the other truck drivers working with

the backhoe operation, continued working the rest of the day. On the following Monday one of the drivers of the flatbed trucks asked Mr. Dawson if he had been laid off Friday and Mr. Dawson informed him he had not. The driver, a union member, was apparently mad because he had been laid off and Mr. Dawson hadn't and, being aware that Mr. Dawson was not a union member, said he was going to complain to the union. Several days later a union representative of the Teamsters Union drove up to Mr. Dawson while he was at work. The union representative came directly to Mr. Dawson and did not talk to any of the other operators of trucks working with him. He asked Mr. Dawson if he belonged to the union and Mr. Dawson informed him he did not. The union representative then told him he would have to get off the job. Mr. Dawson replied that J2K had hired him and not the union.

Some time later the Teamsters Union presented J2K with a notice informing them that Mr. Dawson would have to be terminated or else they would shut the job down. Mr. Dawson told J2K representatives that he did not want to create any problems and so he left the job voluntarily. Subsequently he had come down to see us with his complaint.

Before filing a written discrimination complaint, Mr. Dawson wanted efforts made to get a ruling from the Attorney General whether or not he is considered a subcontractor and therefore would not have to join the union, per such a ruling in Washington. He was very vehement in his refusal to join the Teamsters Union. Ms. Deits informed Mr. Dawson she would contact the attorney in the Attorney General's office who is a labor specialist, discuss Mr. Dawson's request with him and let Mr. Dawson know what his opinion was.

She was not optimistic, however, there was such a thing as a "quick" decision on such matters.

MDG:mk

cc: FHWA
H. S. Coulter
Mary Deits
Jim Butler

8236

bc: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

36,714.63

We have received your safekeeping receipt 146007 covering City of Lake Oswego G. O. bonds, ~~$35,000~~, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds -----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds -----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds -----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)	8059+8060
$25,000	U.S.Bank Time Certificate of Deposit	Job ~~#7860~~
35,000	U.S.Bank Time Certificate of Deposit	Job #8199
$60,000	(covered under our S/K Receipt #146008)	

Very truly yours,

James D. Cline

James D. Cline
Vice President and Manager

RECEIVED
OCT 31 1975
Contract Acctg.

Encl.

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146007

Branch McMinnville No. 17

DATE 9-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

State of Oregon
Department of Transportation

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975,Nos. 2 thru 8,@ 7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75,due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146,$2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

For The Account of •

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00	~~U. S. Bank~~ J. D. Compton Co. 5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 Payable to/and assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75. (In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

08-888 7/73

Customer Copy

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

#8236 9-30-75

FEDERAL AID PROJECT NO.
U-5-6(83)295

STATE PROJECT NO.
West Marquam Interchange-
North Tigard Interchange

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-826

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2'75
REFER TO
Quiem
FOR

Info	Inves	R/O	D/R	Sig	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 28, 1975	Interstate Route 5	Pacific Highway Route 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Capital Highway Water District's water main effective August 28, 1975. Reimbursement on an actual cost basis estimated to be $2,178.00 -federal funds $1,024.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My letter of approval dated August 28, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the Capital Highway Water District consisting of your Utilities and Railroad Engineer's letter, the utility district's August 29, 1975 letter and the plans and estimate furnished by Mr. Cartwright's September 18, 1975 letter. Mr. Cartwright's Affidavit of Capital Highway Water District's property rights is acknowledged.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-30-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8236

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section W. Marquam Int. - W. Tigard Int. Date Sept. 10, 19 75

Highway Pacific F.A.P. No. I-5-6(83)295

County Multnomah Prefix 626-1048 Account No. 279-04

Description of Work To Be Done:

Adjust irrigation systems because of new curb set-back and construction.

Work to be performed by State Forces.

Approval Recommended as of 9-10-75

Location by Station Numbers:

Left "LN" 111±
" "LN" 209±
" "LN" 312±

Estimate of Quantities and Costs:

Labor	$400.00
Equipment	$100.00
Total	$500.00

APPROVED EFFECTIVE DATE _____
Contingent upon modification of project agreement if additional funds are required

BY _____

TITLE _____

DATE _____

FEDERAL HIGHWAY ADMINISTRATION

Explanation: This work provided for in anticipated items. Contractor does not have men available to do this work and is not interested in obtaining them. He requested that I have it accomplished by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$6,416,607.26
Present estimate of project cost, including $500.00 for work under this order	$6,183,325.47
Expected under-run / over-run (amount)	$233,281.79
Expected under-run / over-run (per cent)	3.6

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz — Resident Engineer

Approval Recommended: _____ — Regional Engineer

Approval Recommended: _____ — For Construction Engineer or Bridge Engineer

Approved: _____ — Construction Engineer

8236

I5

Salem, Oregon
August 28, 1975

J. H. Versteeg
Road Design Engineer

C. T. Keasey
Construction Engineer

Attention: Bryant Jackmond

Direction and Protection of
Traffic
West Marquam Int.-North Tigard Int.
Pacific Highway
Multnomah County

I have reviewed the temporary protection and direction of traffic on the West Marquam Interchange-North Tigard Interchange project with Marion Craft and Bud Heinz, Resident Engineer on the project. Other than one or two truck restriction signs and the neon sign mounted on the Haines Road Structure they did not identify any significant signing problems.

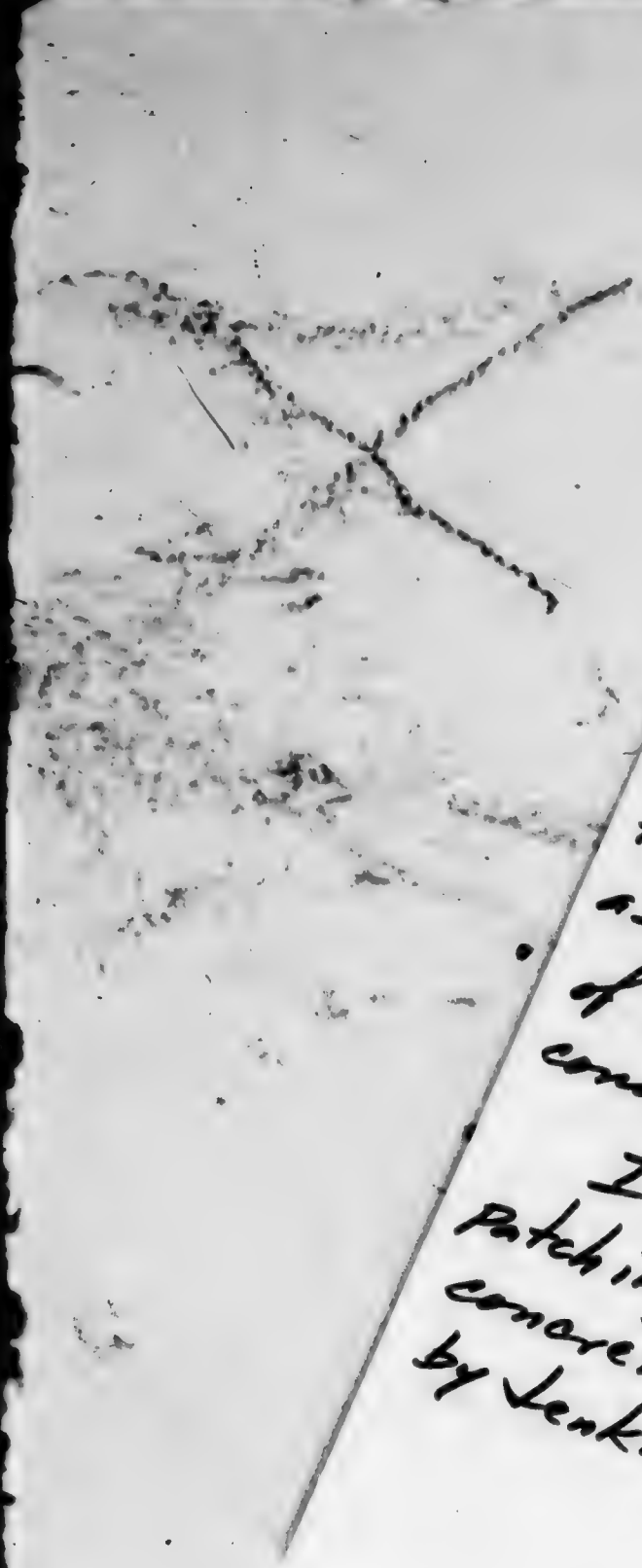
As the control of traffic over these urban freeways is difficult and the contractor's operations are unpredictable, changes will need to be made in the direction and protection of traffic signing. As work on this project continues the adequacy of the protection and direction of traffic plans for this project will need to be reviewed on a regular basis.

JHV:jh
cc: Marion Craft
Bud Heinz
Frank Terpin

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 28 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other



From the desk of:
H. Scott Coulter

8-28-75
NOTED
H. S. COULTER

Scott

There are places where calcium chloride can and should be used as an accelerator, such as those locations on the West Marquam - N. Tigard Interchange project where it is necessary to limit the disruptiom to traffic as much as possible (approx. 7% of the ~~#~~ repair of the existing concrete surface.

It should not be used for patching continuously reinforced concrete pavement, or as cited by Jenkins, in pre-stressed concrete

D Kenny

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 26, 1975

FILE:

NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Contract No. 8236
Portland Cement Concrete Patching
West Marquam-North Tigard Section
Pacific Highway I-5

In reference to Mr. Jenkins' letter of August 18, 1975, it seems appropriate to comment on the extent that early set calcium chloride concrete is to be used in the P.C.C. pavement patching on this project. Contract plans and specifications on this project call for 16,300 square yards of high strength concrete pavement and 1,300 square yards of early set concrete pavement.

Two types of concrete mixes will be used on this project as follows:

(a) High strength concrete - High strength concrete shall contain 752 pounds (8.0 sacks) of cement per cubic yard. Type IIIA cement shall be used unless otherwise permitted.

(b) Early set concrete - Early set concrete shall contain 848 pounds (9.0 sacks) of cement and shall have 18 to 36 pounds of calcium chloride added to the mix just prior to placement; the exact amount to be determined by the engineer based on the following:

Air Temperature, °F	$CaCl_2$ per cu. yd. of mix, lb.
Less than 45	36
45 to 65	27
above 65	18

The typical section for this work shows a 12" concrete replacement slab, no steel reinforcement with a 4" or 6" overlay of asphaltic concrete depending on location.

Recommendations and advice on the type of material to use in the pavement patching were solicited from the Region, Construction, Materials, Bridge, Specifications and Maintenance. There was not a complete unanimity of opinion on which of the materials would come the closest to providing the desired results under the restricted conditions. The final decision was made to go ahead with high strength concrete in approximately 93% of the pavement patching and the early set concrete in the balance of the surfacing repair.

RECEIVED

AUG 27 1975

Office of
Assistant State Highway Engineer

The 1,500 square yards of early set concrete at unit bid prices come to $37,000. If we were to substitute asphaltic concrete at unit bid prices, the cost would be $24,000 plus the cost of the lime subgrade treatment. If it is decided that the use of the early set concrete with the calcium chloride is inappropriate, a change can be made under the current contract.

JHV:jh
cc: Bridge
Construction
Maintenance
Materials

8236

STATE OF OREGON
HIGHWAY DIVISION

INTERCE ICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

125-1987

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway oContract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1619

Received for Account of J. C. Compton Co.mpany
P. O. Box 86
McMinnville, Oregon

Address

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Linn Union High School Dist. #8 Albany, Oregon Due 3-15-76 4.25%	213-214	2	5,000.				$10,000.00
							$10,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8236

Authority ORS 279.515

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Wadleigh
State Treasurer

8236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 18, 1975

NOTED
H. S. COULTER

FILE:

FROM: John C. Jenkins
Engineer of Materials

TO: Mr. H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Portland Cement Concrete Patching using Calcium Chloride Accelerator

I have reviewed the data included with the memo by Dave Moehring on the above subject, dated August 12, 1975. I am enclosing a previous memo by James Wilson to Hal Versteeg containing comments on the West Marquam-North Tigard section. We were overruled on that project and a decision was made to use calcium chloride in the portland cement concrete mix. We are presently making mix designs for this project using 9-sack, Type III, Hi-Early strength cement and 2 percent calcium chloride. The use of calcium chloride raises compressive strength from about 1,000 psi to about 2,200 psi in six hours, according to the work done for the West Marquam job.

While we would prefer to use Type III cement alone on most projects, there are times when it does not develop strength rapidly enough. It is relatively ineffective when the temperature is in the 40s and lower. There are other types of cements, such as high alumina , that provide rapid strength without chlorides, but these are not without their own problems and many are expensive.

American Concrete Institute states that while there are many situations where calcium chloride may be used in concrete safely to accelerate set, there are some conditions under which it should not be used.

1. It should not be used in prestress work since it tends to cause stress corrosion. In regular reinforced concrete, it has not frequently caused increased corrosion of rebar, but the potential is there. It is of particular concern in areas where the concrete is cracked, where the concrete is subject to wetting and drying, where there is shallow steel cover, or if this concrete is permeable.

2. Calcium chloride accelerated concrete has been associated with corrosion of galvanized steel when this material is used as stay-in-place forms or in buried parts.

Send copies of copies to
Const, Maint. & Design & Bridge
For information

RECEIVED
AUG 20 1975
Office of
Assistant State Highway Engineer

3. Galvanic corrosion of dissimilar metals is more likely in calcium chloride accelerated concrete. For example, when steel and aluminum conduit are buried in accelerated concrete, rapid corrosion can take place if there is an external connection between the two.

4. If sulfate resistant concrete is needed, calcium chloride decreases the sulfate resistance and should not be used.

5. Calcium chloride will increase expansion where cement-alkali-aggregate reaction is not controlled by use of low alkali cement.

Increase in compressive strength where 2 percent calcium chloride is used reaches a maximum in 1 to 3 days. Flexural strength increases are of lesser magnitude and a decrease in flexural strength may occur at 28 days or later ages.

Calcium chloride may percipitate most air entraining agents and water reducers when mixed in the same solutions so these additives should not be introduced at the same time. Calcium chloride should be added as a separate solution because undesolved lumps if added as flake may harm the concrete.

Calcium chloride should not be used to attempt to keep concrete from freezing. The quantity in the mix is not sufficient for this purpose.

Calcium chloride may have its proper uses and we should get some experience with it to know more about when it should and should not be used. However, there are situations where Hi-Early strength cement alone will do the job with fewer complications.

JCJ:gs

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-1

Salem, Oregon
August 12, 1975

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Portland Cement Concrete Patching

TO: H. S. Coulter
Assistant State Highway Engineer

8-14-75
REFER TO
Mat'ls
BY ASST. STATE HWY. ENGR.

Any comments?
Scott

Attached is the Michigan Department of Highways' specification for concrete slab patching.

The Michigan specification calls for an additive of calcium chloride to accelerate the setting of the concrete. This does not seem to me to be appropriate as we have enough trouble with chlorides attacking the steel in our concrete slabs without adding it in the cement-sand-aggregate mixture.

Our own specification calls for high-early strength cement and seems to do an adequate job.

Presumably, the calcium chloride is added as an anti-freeze material as well as a setting accelerator.

DHM:ji
Attachment

RECEIVED
AUG 14 1975
Office of
Assistant State Highway Engineer

MICHIGAN
DEPARTMENT OF STATE HIGHWAYS AND TRANSPORTATION

SPECIAL PROVISION
FOR
CAST-IN-PLACE CONCRETE PAVEMENT REPAIR USING FAST-SET CONCRETE

a. Description.-This specification covers the mixing, placing, and curing of a 9.0-sack fast-setting concrete to be used for cast-in-place repairs of pavements which will be opened to traffic when the concrete has attained a flexural strength of 300 psi.

This work shall be performed in accordance with the 1973 Standard Specifications unless otherwise provided herein.

b. Materials.-The materials shall meet the requirements specified in the designated Sections of the 1973 Standard Specifications, except as otherwise provided herein.

Base Course Aggregate, 22A, 22B, 24A	
*Cement, Type IA, Type I	8.02
Coarse Aggregate 6A	8.01
Fine Aggregate 2NS	8.02
Steel Reinforcement	8.02
Water	8.05
Joint Materials	8.11
Admixtures and Curing Materials	8.16
	8.24

*Type IA cement shall be used if available.

Joint Filler.-The joint filler shall be a flexible, low density, expanded, extruded polyethylene plank. It shall be formed by the expansion of polyethylene base resin, extruded as a multicellular, closed cell, homogeneous cross section of foamed polyethylene.

The polyethylene foam shall conform to the following physical property requirements:

Property	Requirements	ASTM Test Method
Compressive Force vs. Deflection:		D 1056
at 10% deflection, psi	10 max	
at 80% deflection, psi	125 max	
Water Absorption, % by volume	0.5 max	C 272
Density, lb/cu ft	2.4±0.4	D 1564
Size:		
Width, in.	10 min	
Length, ft	9 min	

Prior to field delivery, the polyethylene foam planks shall be joined and then cut into lengths equal to the width of one lane of pavement. The foam planks shall be joined either by use of an approved adhesive in accordance with methods meeting the approval of the Engineer or by the heat fusion method specified herein. Joints formed by either method shall be able to withstand 90-degree bends.

The joining of planks by the heat fusion method shall be accomplished as follows:

1. Place squared ends of foam planks 3 inches apart with planks lying on their sides on a flat surface.
2. Apply heat with a small hand-held propane torch, or similar device, for a few seconds to each face by parallel passes of the torch. Exercise care to avoid excessive heat buildup.
3. Immediately force the two ends together and hold under pressure for at least one minute.

c. Temperature Limitations.-Concrete shall not be placed on a frozen subgrade nor when the air temperature falls below 25 F.

d. Pavement Removal.-The size of the area to be removed shall be as specified on the plans, in the proposal, or as directed by the Engineer. The sawing operations shall not precede the removal operations by more than 2 weeks, unless otherwise permitted by the Engineer. Full depth saw cuts shall be made with a diamond blade in accordance with the sawing diagram. Where a concrete pressure relief joint is required, it shall be constructed before removing pavement. Concrete between narrowly spaced saw cuts shall be removed with air hammers and hand tools. Lifting devices shall be installed and the slab lifted out without disturbing the aggregate base. One such lifting device which may be used is detailed on an attached drawing. Other methods of removing the pavement which will not disturb the base may be used if approved by the Engineer.

The area shall be cleaned out with hand tools.

A low base condition which existed prior to removal of the concrete shall be corrected by adding additional base course aggregate and thoroughly compacting to proper elevation.

The removal of the distressed concrete, the placement and compaction of any subbase required, and the form setting shall be completed prior to the arrival of the concrete. The placement and compaction of this subbase material shall be accomplished in accordance with the requirements specified under Subsection 3.01.07-b, if directed by the Engineer.

e. Placing Forms and Joint Materials.-Nails shall be placed in the polyethylene filler at 1-foot intervals across the width of the pavement and at alternate depths below the pavement surface of 2 inches and 7 inches.

Forms shall be oiled prior to concrete placement.

1. First Pour.-The first pour of a 2-lane roadway repair shall be formed in accordance with the requirements shown on the attached sketch for the type of repair involved.

   Polyethylene filler, of the thickness required for the joint, shall be placed against the existing pavement at each end of the patch.

   Where the first pour is longer than the second pour, bituminous filler board shall be placed in the longitudinal joint against portions of the adjacent lane which will remain in place.

   Nominal 1-inch or 2-inch form lumber, or equivalent, shall be placed in the longitudinal joint against portions of the adjacent lane which will be removed.

   Nominal 2-inch form lumber, or equivalent, shall be used for forming the pavement edge adjacent to the shoulder.
2. Second Pour.-The center form shall be removed; nominal 2-inch form lumber, or equivalent, placed at the shoulder edge; and polyethylene filler placed at each end of the patch.

   Where the second pour is longer than the first pour, bituminous filler board shall be placed in the longitudinal joint against portions of the original slab which were left in place.

f. Concrete Proportioning.-The concrete shall contain 6.5 ± 1.5 percent entrained air and shall be proportioned as follows:

Material	Proportions, lb/cu.yd. of Mix
Cement	846
Water*(including moisture in aggregate)	315 (approx.)
Fine Aggregate, **dry weight	1017
Coarse Aggregate, ** dry weight	1656
Calcium Chloride *	

Table 3.06-1

*Calcium chloride shall be added at the job site for all patches, except those designated by the Engineer to be closed to traffic overnight.

For ready-mixed concrete, the initial water shall be adjusted to result in a slump of 2-4 inches immediately prior to adding the flake chloride.

For continuous-mixed concrete, the chloride shall be added in solution form at the time of mixing and the quantity of water in the solution shall be considered in determining the amount of water to be used in the mixture to obtain a concrete consistency of 2-4 inches.

**The aggregate weights are based on a specific gravity of 2.65 and will be adjusted by the Engineer if the materials used differ from this value.

Table 3.06-1 Quantities of Chloride to be Added According to Temperature and Type of Chloride Used

Quantity of Calcium Chloride to be Used		Ambient Temperature		
		Below 45F	45F to 65F	Above 65F
Ready-Mixed Concrete, lb./cu.yd.		36	27	18
Continuous-Mixed Concrete	Job-Mixed Solution, qt./cu.yd.*	36	27	18
	Premixed Solution, gal./cu.yd.**	7.2	5.4	3.6

*Job-Mixed Solutions shall contain 1.0 lb./qt. of Type 1 Calcium Chloride or 0.8 lb./qt. of Type 2 Calcium Chloride.

**Premixed Solutions shall meet the requirements of Subsection 8.24.02 of the 1973 Standard Specifications.

g. Mixing:

1. General.-When the temperature of the air is less than 45F, the concrete temperature shall be at least 60F.

The initial set of a mix containing the prescribed amount of calcium chloride and having a slump of 2 to 4 inches before addition of the calcium chloride, will occur approximately 15 to 20 minutes after addition of the calcium chloride.

2. Ready-Mixed Concrete.-Ready-mixed concrete shall be supplied to the job site in a completely mixed condition except for the chloride additive. The concrete shall have a slump of 2-4 inches. If necessary, water may be added to bring the consistency within the specified range. Type 1 calcium chloride shall then be added to the concrete mixture at the job site. The chloride shall be added in the amounts indicated in Table 3.06-1 in accordance with the ambient temperature. The chloride shall be free of lumps. Flake chloride on the inside of the mixer opening and fins may be rinsed off with water; a gallon should be sufficient but in

any case, not more than 7 gallons will be permitted. After addition of the chloride, the concrete shall be mixed in the truck mixer for an additional 20 revolutions at mixing speed before discharging the concrete.

3. Continuous-Mixed Concrete.-Concrete produced by volumetric batching and continuous mixing in accordance with ASTM C 685 may be furnished, provided that a satisfactory product, as determined by the Engineer, is obtained. The equipment shall have sufficient capacity to dispense the quantity of calcium chloride admixture required for this work and insure completed patches within the short setting time.

h. Placement of Concrete.-The concrete shall be placed on the same day that the old pavement is removed.

Pavement reinforcement shall be placed in all patches having a length equal to or longer than 16 feet. Pavement reinforcement shall be supported during concrete placement by the use of bar chairs or other means approved by the Engineer.

Each repair shall be poured in one continuous full-depth operation. The concrete shall be consolidated in place by use of an immersion type vibrator and the surface shall be finished by screeding, floating, and brooming. The placement operations shall be scheduled in such manner that each repair is completed within 20 minutes after addition of the calcium chloride.

Test beams shall be cast as directed by the Engineer to determine the modulus of rupture. When the beam tests indicate that a modulus of rupture of 300 psi has been attained, the Contractor will be permitted to open the concrete pavement patch to traffic.

If the beam tests indicate that a modulus of rupture of 300 psi cannot be attained under the prescribed temperature and calcium chloride addition rate, adjustment in the amount of calcium chloride added to each cubic yard shall be made to attain the required strength for the next day's repairs within the allowed lane closure time.

i. Curing.-Concrete curing compound shall be applied as soon as the concrete surface has set sufficiently to apply the curing agent without damage.

When the temperature is below 65 F, insulation blankets having a minimum thickness of 2 inches shall be placed over the new concrete as soon as the curing compound has dried sufficiently to allow the blanket to be placed without damage to the curing membrane. Edges and seams in the blanket shall be secured to prevent penetration of wind. Test beams shall be cured the same as the new patch. Curing blankets may be removed when the concrete has attained a flexural strength of 300 psi.

J. Opening to Traffic.-The patches may be opened to traffic when the new concrete has attained a flexural strength of 300 psi, usually within 4 to 7 hours after placement.

k. Method of Measurement:

Nonreinforced Concrete Pavement Patching, Fast Set, of the thickness specified, and Reinforced Concrete Pavement Patching, Fast Set, of the thickness specified, will be measured by area in square yards. Longitudinal measurements for area will be made along the actual surface of the roadway. Transverse measurement shall be the dimension shown on the plans or by authorization.

Tolerance in Pavement Thickness.-Before final acceptance of the pavement patches, the Engineer may direct that the thickness of the patches be determined by coring units of pavement as specified under Concrete Pavement, 4.14.27.

1. Basis of Payment.-The completed work as measured for CAST-IN-PLACE CONCRETE PAVEMENT REPAIR USING FAST-SET CONCRETE will be paid for at the contract unit prices for the following contract items (pay items), except that pavement patches which have been cored and found to be deficient in depth will be paid for at an adjusted unit price as provided under Concrete Pavement, 4.14.

Pay Item	Pay Unit
Concrete Pavement Patching, Fast Set, _____in., Nonreinforced - -	Square Yard
Concrete Pavement Patching, Fast Set, _____in., Reinforced- - - -	Square Yard

Payment for Concrete Pavement Patching, Fast Set, Reinforced includes payment for furnishing and placing steel reinforcement; furnishing, placing, finishing, and curing the concrete patch; furnishing and placing joint materials; any work of part-width construction; and any work of final trim and cleanup.

Payment for Concrete Pavement Patching, Fast Set, Nonreinforced includes payment for the same work specified for Concrete Pavement Patching, Fast Set, Reinforced except that the work of furnishing and placing steel reinforcement is not included.

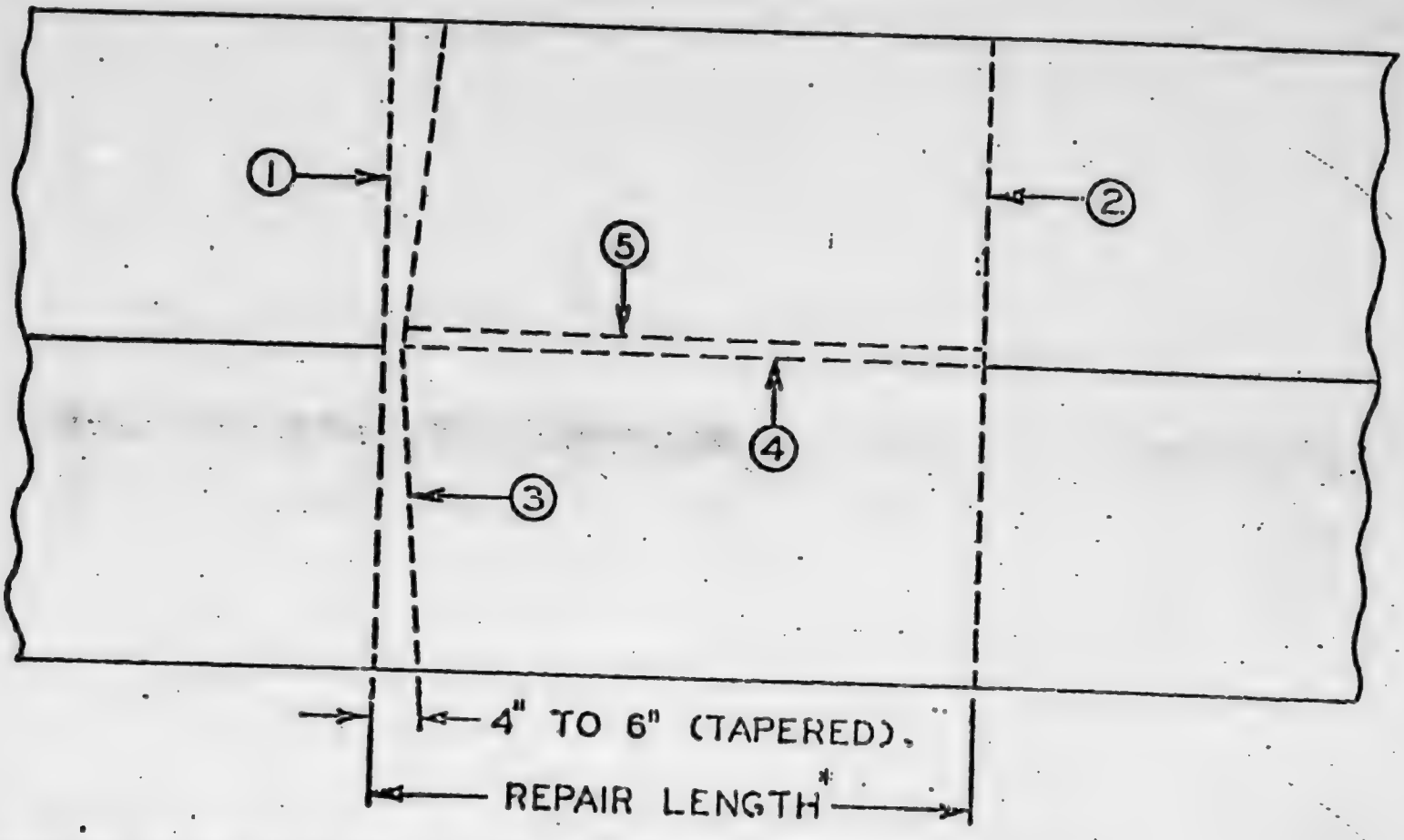
Payment for removing old pavement (patching) will be paid for as specified under Section 2.07 of the 1973 Standard Specifications.

Payment for additional aggregate required for correction of low base conditions which existed prior to pavement removal will be paid for as Aggregate - Base Patching as specified under Section 3.03 of the 1973 Standard Specifications.

Calcium chloride used for base stabilization or as a concrete admixture will not be paid for separately.

SAWING DIAGRAM

All Sawcuts To Be Full Depth



* Repair length as specified in the log of work or as directed by the Engineer.

① These sawcuts shall be perpendicular to the edge of the roadway. If the repair is on a curve the ② cuts shall be perpendicular to a straight line extended between the limits of the repair at the edge of the roadway.

③ This cut is made to facilitate opening a trench across the slab to relieve compression in the pavement prior to lifting out the failed areas.

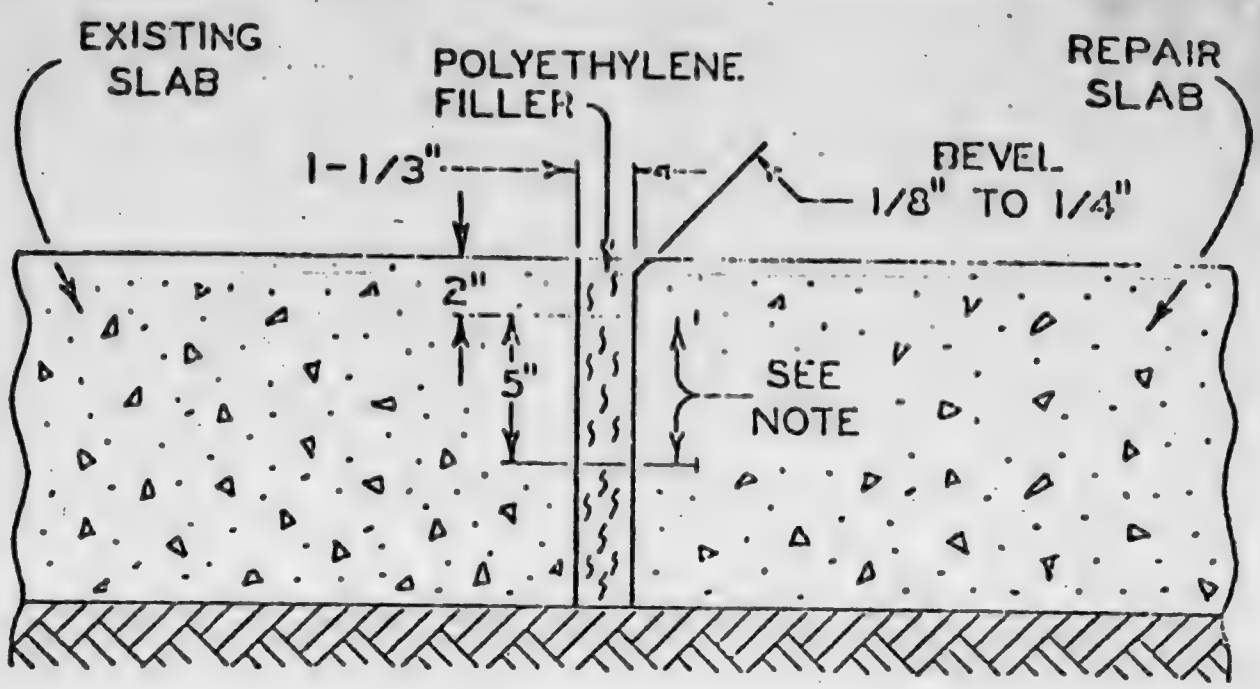
④ This cut is made between lanes, between a lane and a curb, and between a lane and a ramp.

⑤ This cut is made for the reasons given in 3 except for facilitating pressure relief in the transverse direction. The cut can be omitted if there are no adjacent lanes, curbs or ramps.

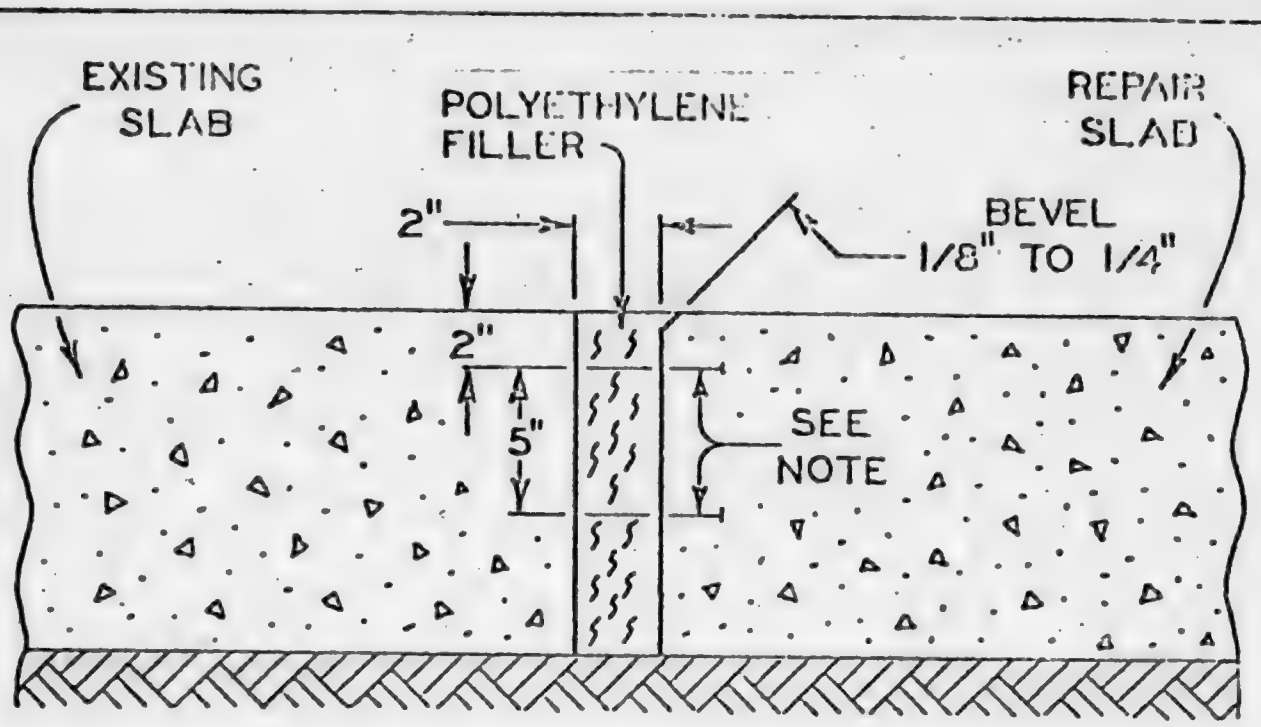
Additional sawcuts may be made inside the repair limits at the contractor's option.

The specified distance between sawcuts ① and ② shall be held within a tolerance of -0 + 1/2 inch in 24 feet.

8-23-72
8-19-74
1-31-75
4-2-75



TYPE "A" JOINT

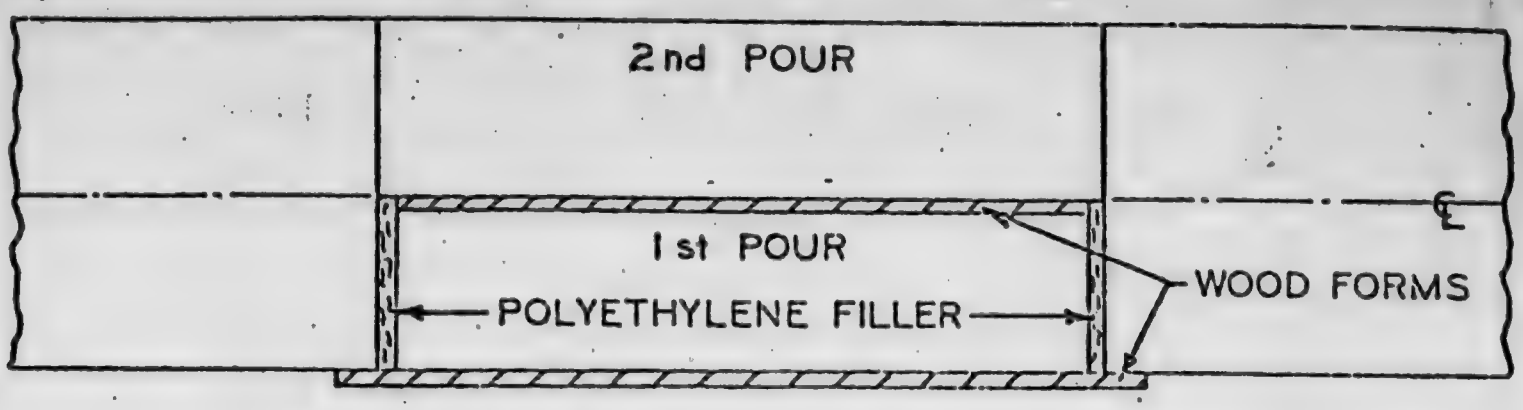


TYPE "B" JOINT

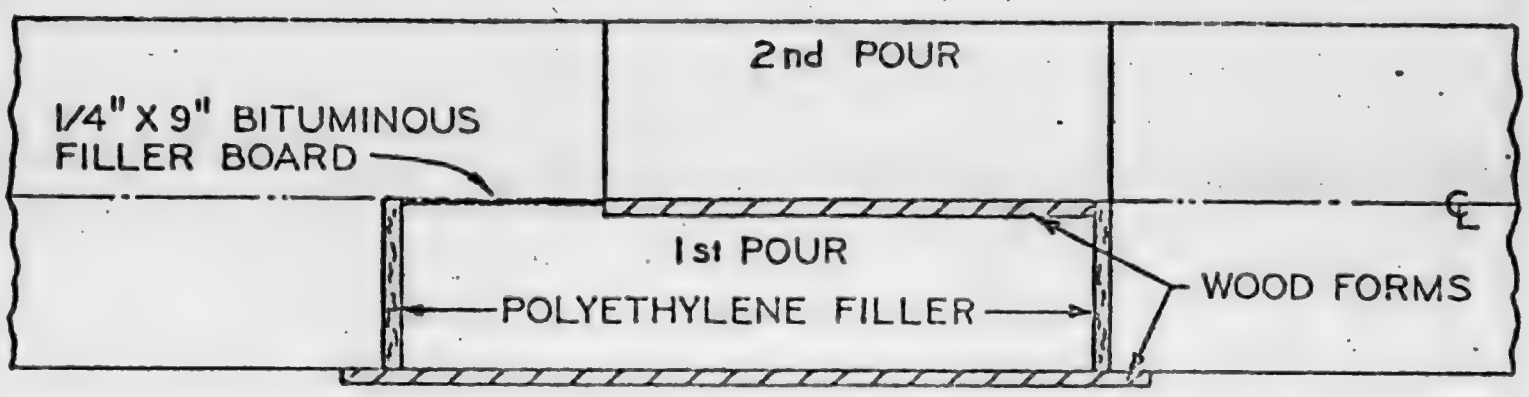
Note: Alternate 20d common nails at transverse spacing of 12-in.

CAST-IN-PLACE REPAIR JOINTS

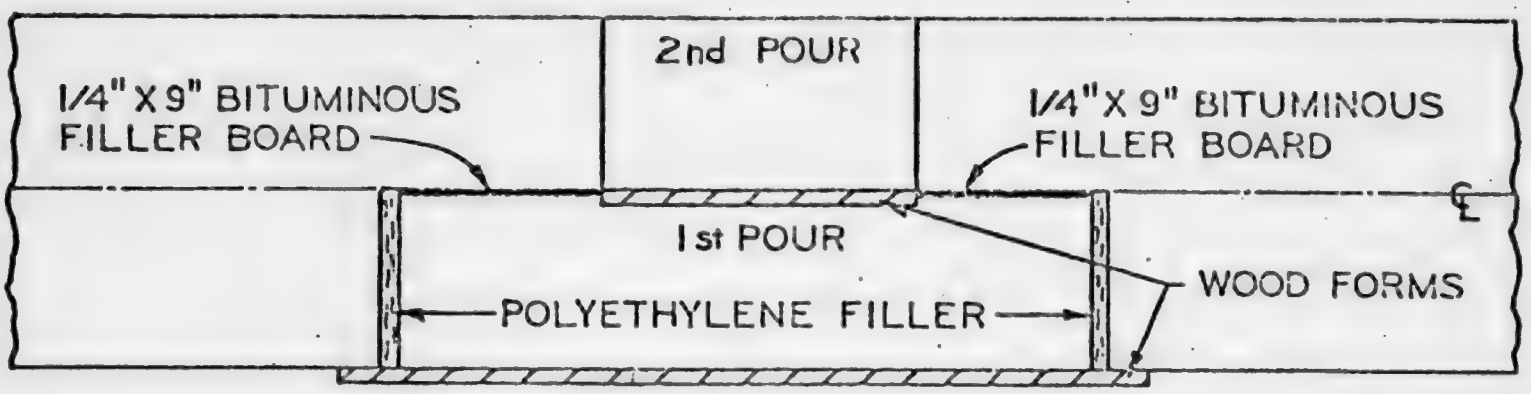
8-23-72 1-31-75
8-19-74 4-2-75



Case I. Both lane repairs of equal length.

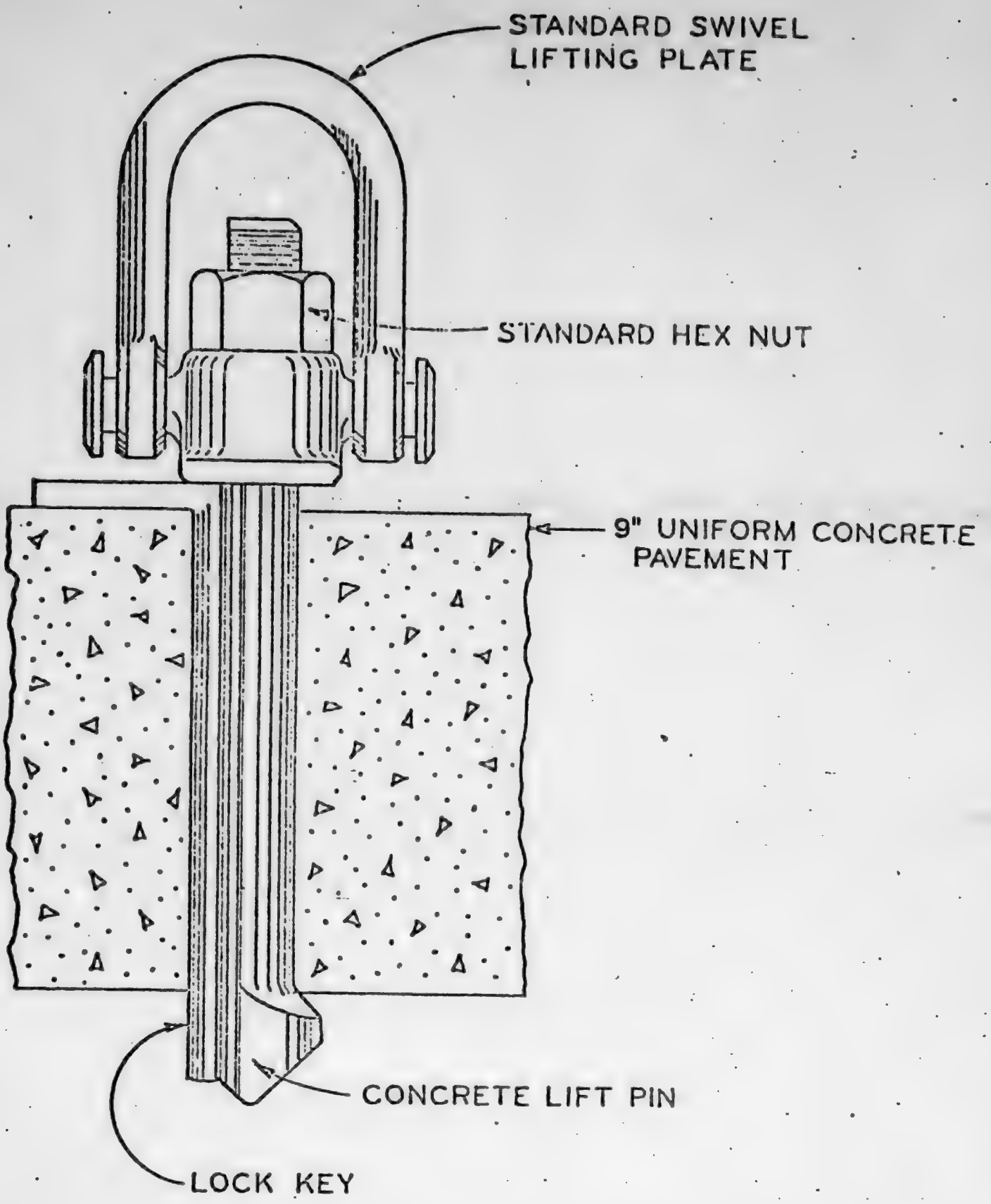


Case II. End limits of two adjacent repairs offset at one end.



Case III. End limits of two adjacent repairs offset at both ends.

Note: Stakes used to hold center form and bituminous filler in place during concrete placement shall be removed before screeding the concrete. The center form may be left in place until the second pour area is removed. The bituminous filler shall be left in place.



CONCRETE LIFT PIN ASSEMBLY

8-23-72
8-19-74
1-31-75
4-2-75

37b (Revised)

NOTICE TO BIDDERS

LETTING OF APRIL 16, 1975

ADDENDUM NO. 1

Item No. 10 Project Mbr 09033 Job No. 07639 A
Ms 09033 08658 A

WORK ITEM CHANGE

Prospective bidders on the subject project are hereby advised that on page 4 of the proposal, the Item of Work - Repairing Existing Pavement is to be corrected to Preparing Existing Pavement. There is no change in code number or quantity.

MICHIGAN STATE HIGHWAY COMMISSION

Lansing, Michigan
4-11-75

Salem, Oregon 97310
April 9, 1975

John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

Patching of Portland Cement
Pavement on W. Marquam-N.
Tigard Int. Section

TO: J. H. Versteeg
Road Design Engineer

As requested, we have reviewed the Michigan specifications for a fast setting portland cement concrete mix used for patching concrete pavement. It is our opinion that the Michigan mix using calcium chloride as an accelerator should provide a suitable concrete patch for most applications. However, we feel that the use of asphalt concrete rather than portland cement concrete is better suited for the base and traffic conditions on the W. Marquam-Tigard Interchange project.

The following are several reasons for our opinion and some recommendations for use of asphalt concrete in PCC pavement patching.

1. Complete compaction of the base and subgrade disturbed during removal of the broken pavement is essential. With the use of asphalt concrete and the compaction required during placement of the mix, complete consolidation of the pavement structural section should be obtained. This reduces the potential for later settlement of the patch as with the use of PCC. Any settlement of the patch will result in reflective cracking through the asphalt concrete overlay surfacing.

2. Traffic control will be on a more certain time schedule with the use of A C. for patching. A patched area can be returned to traffic within two hours following the completion of patching. With the use of PCC accelerated with calcium chloride the time required to obtain 300 psi flexural strength is uncertain and is severally effected by weather conditions and temperature. All literature reviewed regarding the case of calcium chloride indicates a 2 percent maximum rather than 4 percent as allowed in the Michigan mix. An excess addition will result in rapid loss of slump, quick setting and possibly a retarding effect.

3. Shrinkage of PCC with the Michigan 9 sack mix could be a problem when close control of water cement ratio and slump is not obtained. This would result in cracking between the existing concrete and the patch with a potential for reflective cracking into the overlay asphalt concrete.

4. Stiffness of a 14 to 18 inch thickness of Class "B" asphalt concrete is equivalent to that of the 8 inch wire mesh reinforced PCC slab. This level of stiffness provides a uniform load bearing capability for the patched and existing pavement. However, it is apparent that the failed pavement areas have a base deficiency, and a patch of sufficient thickness must be provided to correct the situation. The use of untreated aggregate base contributes very little towards providing the required stiffness of the pavement structural section. A minimum asphalt concrete thickness of 18 inches is recommended with the mix compacted in 6 inch lifts to 92% compaction.

5. The cost savings when using asphalt concrete rather than PCC on the project should be considerable less. Although the cost for patching will be considerable, we recommend that the broken pavement and ineffective base be removed and excavated to a sufficient depth and area to reduce the potential for future base problems.

6. A provision in the contract should be provided for the use of hydrated lime to reduce moisture content of subgrade as needed for compaction during the pavement patching.

JEW:gs

cc: C. T. Keesey
R. N. Bothman
E. L. Hardt

9226

8-12-75

Hal —

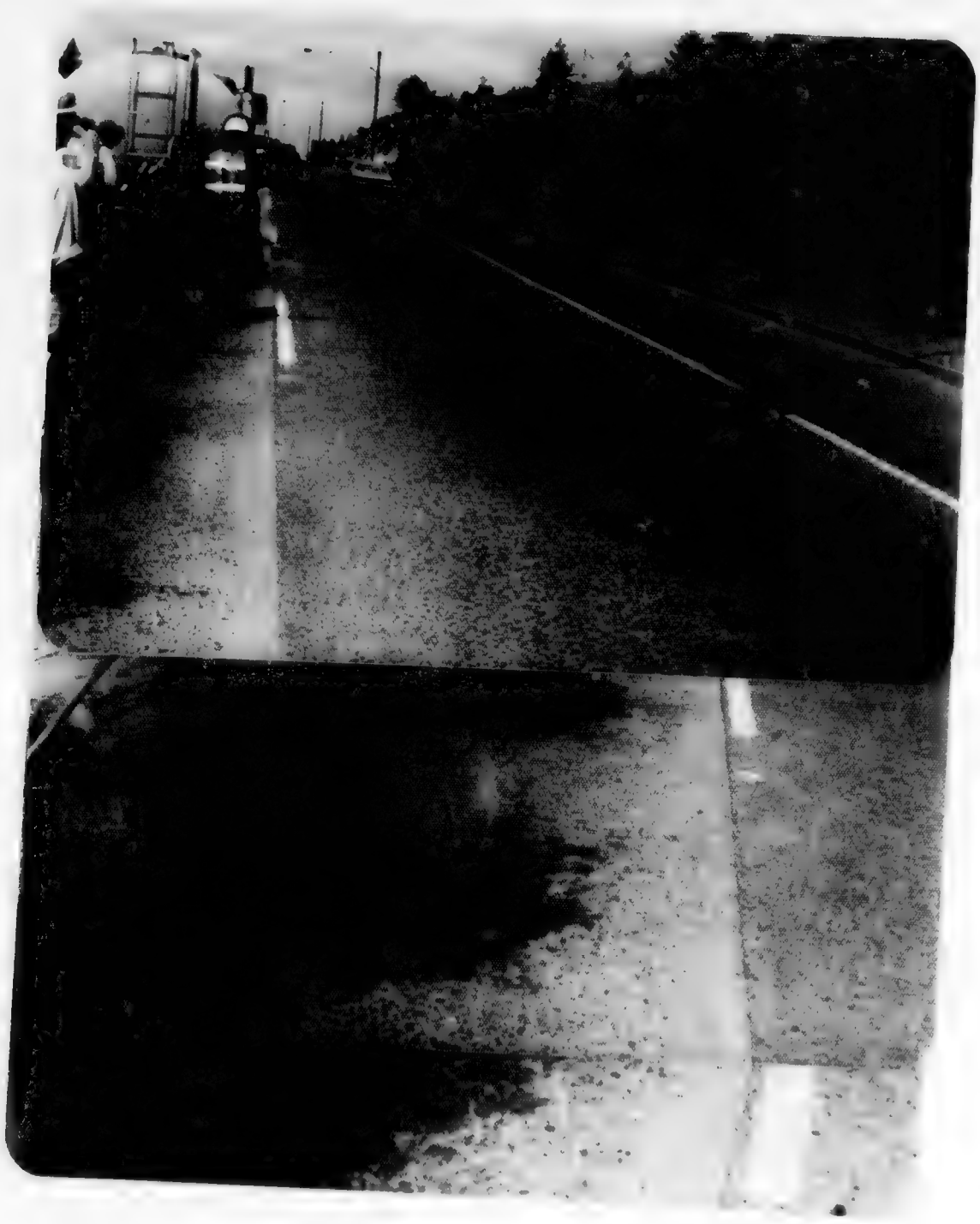
Here are a few duplicate photos of our under sealing operation. Thought you might be interested

Bud

Notations on back.

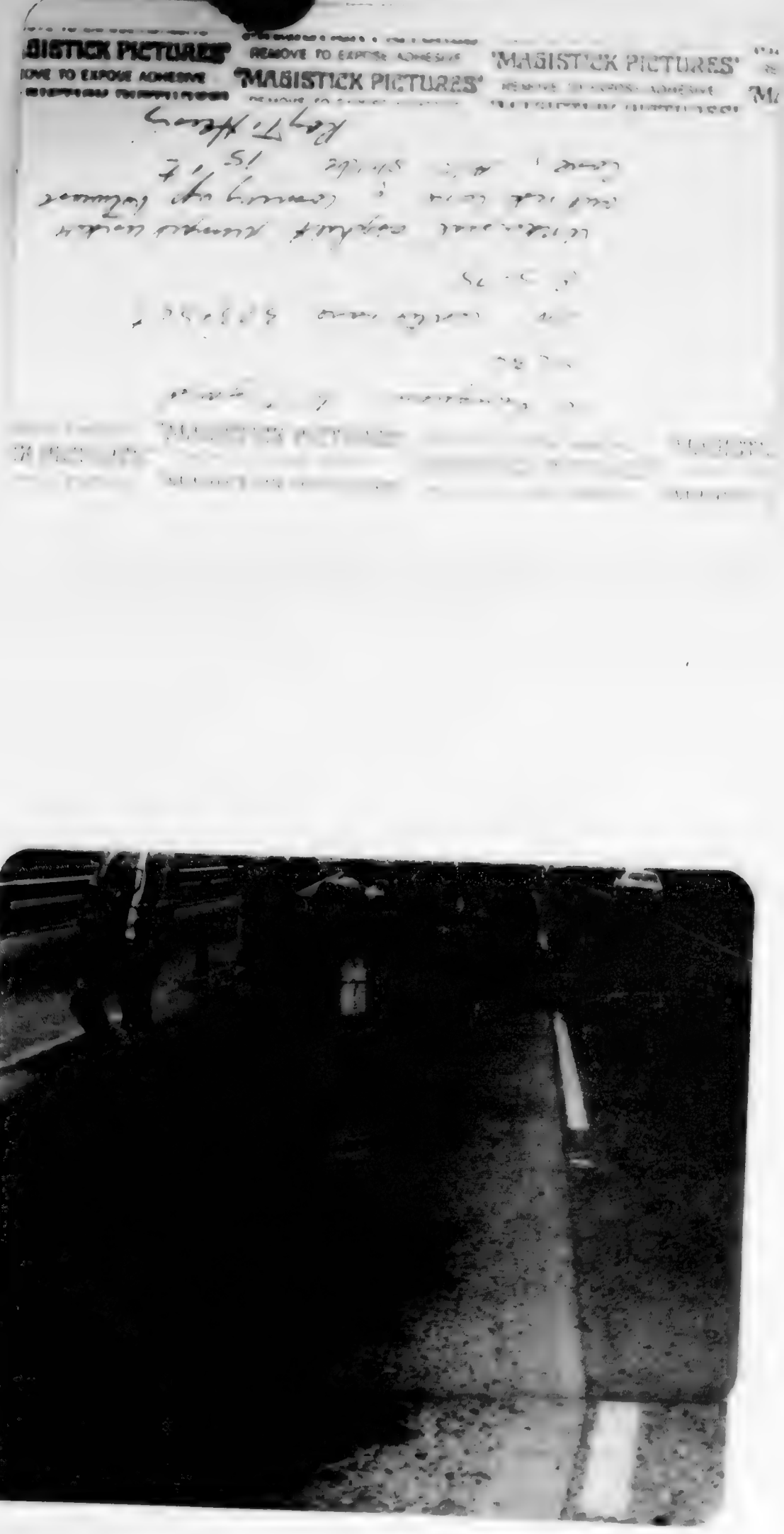
I-5

W. Marquam-
M. Tigard



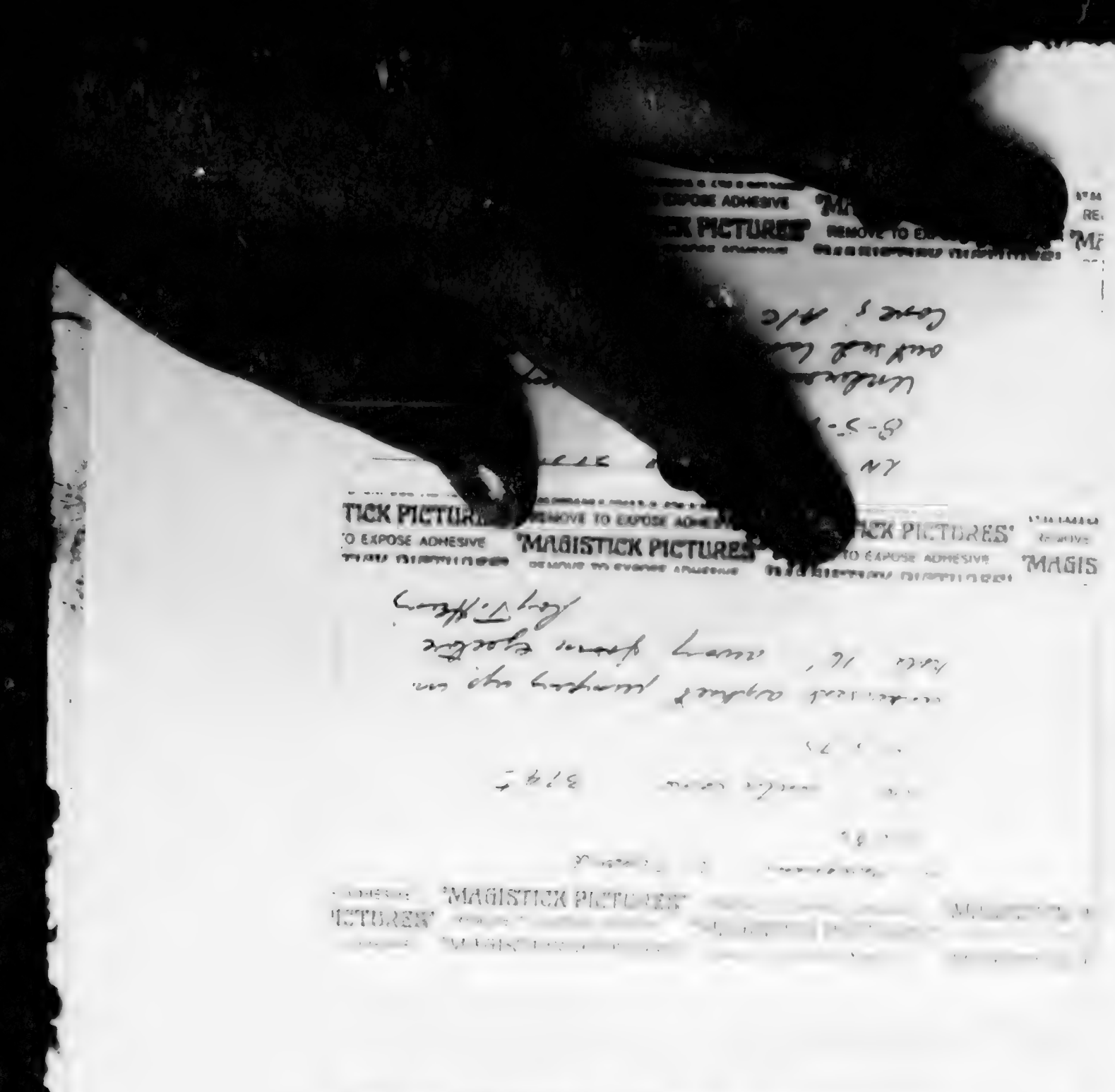
I-5

Williamson-
M. Tiger



I-5

W. Marquam-
N. Tigard



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 27, 1975

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: W.Marquam Intch.-N.Tigard Intch.

TO: Hal Versteeg
Road Design Engineer

To confirm our conversation of this date concerning the need to square up paving panels daily from median to curb. With restrictions on hours of work, cooling time for panels, and complexity of shifting traffic squaring up panels to avoid a vertical offset along the longitudinal joint would be extremely difficult and costly. So long as this offset is 2" or less, delineated and with adequate warning signs, I see no particular hazard. The length of the offset should be limited to one day's run, no more than one offset in a direction of travel should be allowed, the offset must not trap water in or near a travel lane and the panels should be squared up if work is to be suspended for more than one day.

ACH:mk

8236

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OR 97310

May 21, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. G. Swenson
Specifications Engineer

SUBJECT: Pavement Markers
W. Marquam Interchange to
S. Tigard Interchange
Pacific Highway
Multnomah County

It is estimated that it will take 3250 Type I Mono-directional crystal traffic markers and 16,250 Type II non-reflectorized white markers to mark all traffic lanes on the above named section.

The estimated cost for each Type I marker is $2.25 and for Type II markers is $.90.

ELS:pb

1 Versteeg ✓
A. Olson
Terpin
Scott
1 Swenson
R. Olson
Trout

RECEIVED
MAY 23 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

$22,000 in contract Authorization

8236

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 20, 1975

FILE:

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Marquam Br.-S. Tigard Interchange
Pacific Highway
Multnomah County

TO: MEMO TO THE FILES

Previous studies of traffic capacities was based on the assumption that one lane freeway operation could handle 1,200 vph.

As of this date we have been informed by the Traffic and Planning Sections that a more realistic figure would be 1,000 vph based on recent operating criteria.

DNS:we

8236

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

May 16, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rullien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
West Marquam Int.-N. Tigard Int.
Pacific Hwy. (I-5)
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1: E. L. Hardt
District 2b: J. D. McClure

APPROVED
ESH
E. S. Hunter
Date 5-20-75

5-20-75
ORIGINAL TO
L. W. Rullien
Watt.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 5, 1975

A. PROJECT IDENTIFICATION I-U-S-6(83)295

Name of Project West Marquam Interchange-North Tigard Interchange
(Section)

Location of Project - Pacific Highway (Highway Name) Highway No. 1; Interstate 5 (Highway No., US - ORE)

Portland (City) Multnomah (County) One (I) (Region)

Program FAI/FAU (Funding) $7,300,000 (Estimated Cost) 626-1947 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this major paving project is to improve the safety, rideability, and service of the existing highway. The pavement condition is poor with general joint failure throughout the section. Rocking and pumping of slabs is extensive, with a considerable (continued on Page 1a)

Origin and History: The West Marquam Interchange-North Tigard Interchange section of the Pacific Highway (I-5) was constructed under six separate contracts between 1957 and 1963. The facility is now and will continue to be in (continued on Page 1a)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 5.96 miles (Mileage point 1.0 to 7.65)

Termini Beginning of project (Sta. 75+30) is near the Marquam Bridge at Sheridan Street. End of project (Sta. 384+25) is north of the North Tigard Interchange.

Alignment (new or existing) Existing alignment.

CATEGORY 3 PROJECT
NON-MAJOR

Purpose (continued)

amount of cracking and failure, particularly on the outside lanes. Evidence shows this has been caused by several major factors: a) a high volume of truck traffic with over 50% of the five-axle type; b) unforeseen and excessive pavement wear by studded tires; c) residual water in the pavement structure due to the failure or insufficiency of subdrainage; and d) an under-designed pavement structure in respect to the present state-of-the-art. The restoration of rideability through surface repair has not proven durable on the progressively deteriorating pavement surface. The present maintenance needs in joint and wearing surface repair drastically exceed the state's available resources and capabilities.

Origin and History (continued)

the near foreseeable future the primary route of all north-south through interstate traffic, in addition to the high urban Portland traffic volume. Except for a section of eight lanes near the Marquam Bridge Interchange, that part of I-5 under consideration is approximately a six-mile section of reinforced concrete six-lane highway with paved shoulders.

The originally projected design year ADT of the facility was exceeded by approximately 5% in 1973, the highway's 10th year of operation. Total truck traffic for the 1967-1973 period increased 67% and five-axle type trucks increased 103%. These traffic volumes, along with structural factors including underdesigned pavement surface and drainage problems, have contributed to the need for frequent and costly maintenance. Actual maintenance costs to date (1973) are five times the average for the rest of the interstate rigid pavement in Oregon.

Origin and History (continued)

Excessive wear has seriously reduced skid resistance and enhanced hydroplaning conditions throughout the entire section. The OSHD conducted two experimental efforts to relieve this skid resistance problem. The first investigation was to longitudinally groove the pavement in the area through the Terwilliger Blvd. undercrossing. The second treatment was to apply a heated asphalt-epoxy adhesive to about 1,500 linear feet of the northbound lanes just south of the Corbett undercrossing. The results of both efforts were disappointing and not deemed satisfactory.

Subsequently, in late 1973, the highway division prepared a comprehensive evaluation report which outlined the existing condition of the section and set forth supportive data for an overlay and additional work(P.C.C. Pavement Condition Survey and Analysis with Remedial Recommendations). This report was forwarded to FHWA on December 21, 1973, along with a request to construct a six-inch overlay, a one-inch seal, and other work. On May 1, 1974, FHWA determined that FAI funds could be used for an appropriately designed overlay and installation of an underdrain system where required. On March 27, 1975, FHWA granted approval for the project with a four-inch overlay on the north end and a six-inch overlay on the south end of the section. This approval also applied to subgrade drainage correction, application of a friction course, and incidental work.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way would be required. Project would be constructed within existing right-of-way limits.

Typical Section The typical section (six 12-foot travel lanes, two 10-foot shoulders, and a variable median) would remain as is on the northerly section.*

Bikeway Not considered in this project.

Structures No additional structures would be required.

Additional Facilities At the southern end of the project near Capitol Highway, a climbing lane and acceleration lane extensions would be constructed.

Access Control No permanent changes to access. During construction, selected on and off ramps would be temporarily closed for paving and traffic handling.

Materials Commercially obtained. (About 112,500 tons of class B or C asphaltic concrete; 20,600 tons of friction course; about 59,000 lineal feet of pipe, 24,000 sq. yards of P.C.C. patching and base.)

Borrow and Waste Disposal Unknown

Special Construction Methods None identified.

Characteristics (ADT) The 1974 ADT on this section ranges from approximately 53,000 in the vicinity of the N. Tigard Interchange to 73,000 north of S.W. Terwilliger Blvd. (Additional ADT information on page 2a.)

Other General Information (or Supplemental information to items) (See continuation pages 2a, b, etc., for detailed description of project activities, and construction staging and the handling of traffic.)

Project Sketch Map is Attached: [X] Yes [ ] No

* On the southerly section, the shoulders would be widened to 12 feet where possible.

Characteristics (continued)

Vehicle classification counts at the Iowa Street recorder (the Iowa Street recorder is location in the project section 1.0 mile north of Terwilliger Boulevard) indicated the following growth trends during the six-year period from 1967 to 1973.

Year	ADT	Percent Increase	Total Trucks	Percent Increase	5-Axle Trucks	Percent Increase
1967	55,500		3,984		1,727	
1973	74,800	35	6,658	67	3,506	103

A daily increase in total trucks of 2,674 has occurred with 1,779 of that increase in the five-axle category. Fifty-three percent of all heavy trucks are five-axle truck-trailer combinations.

This substantial increase in truck volume, especially the five-axle truck-trailer combinations, has contributed significantly to the pavement failure on the subject section of Interstate 5.

General Information (continued)

A. Description of Project. The project would entail the following activities:

1. Stabilize several hundred lane stations of slab presently rocking and pumping by asphalt undersealing.
2. Remove and/or repair broken up P.C.C. pavement in the outside lanes and replace with Portland Cement concrete.
3. Install longitudinal perforated drains to correct the subgrade drainage problem. Project would require approximately 59,000 lineal feet of 6-and 8-inch pipe.
4. Overlay the northern part of the project (to the 26th Avenue structure) with 4 inches of A.C. pavement. The southern part of the project would be overlayed with 6-inch A.C. pavement. Project would require approximately 112,500 tons of Class B or C asphaltic concrete.

5. Apply a one-inch Class "E" friction course (about 20,600 tons required).
6. Construct new curbs, adjust some curbs and guardrails adjust the existing storm sewer system, raise the base supports for impact attenuators, and perform such other incidental work as may be required.
7. Safety work also includes a concrete median barrier between Stations 280 and 387.
8. Near the Capitol Highway, construct a climbing lane and acceleration lane extensions.

B. Construction Staging and the Handling of Traffic. Traffic volumes are so high on Interstate 5 that a study of various detouring and/or staging combinations was made. Three alternatives were considered for traffic handling during construction: (a) closure of the freeway, (b) one lane open to traffic and (c) two lanes open to traffic.

1. The "closure" alternative would require rerouting I-5 traffic to Barbur Boulevard. From a capacity standpoint, Barbur Boulevard can accommodate I-5 traffic during the period of 10:30 PM-6:30 AM southbound, and 9:00 PM-6:00 AM northbound. A total of eight hours southbound nine hours northbound. The balance of the day requires I-5 to be open to traffic. I-5 through traffic will be required to take undesirable city streets routings in detouring from Barbur Boulevard to I-5 and vice versa. Approximately 1,400 heavy trucks during the detour period will route via Barbur Boulevard. An adverse noise impact could result since the diversion period occurs during normal sleeping hours. These adverse conditions suggest that complete closure of I-5 to traffic should be applied under special circumstances only.

2. "One Lane Open to Traffic", the second alternative, assumes all I-5 ramps are kept open. I-5 can only accommodate traffic for approximately the same time period as the condition with I-5 closed and all traffic diverted to Barbur Boulevard. This is due to the low traffic demand and surplus capacity available on Barbur Boulevard. Through traffic and trucks would remain on I-5.

If daily work durations longer than eight hours are desired, then controlling the amount of traffic entering the project area is necessary. One alternate is closure of all northbound on-ramps north of the North Tigard Interchange. Capacity on Barbur Boulevard and I-5 would accommodate the northbound traffic demand between 6:00 PM-6:00 AM, and 12-hour period. The balance of the day requires a minimum of two lanes open on I-5.

Southbound traffic is more complicated to control at the north end of the project. Traffic from the Marquam Bridge, Stadium Freeway, Front Avenue, and Macadam Avenue can only be accommodated from 10:30 PM-6:30 AM. To extend the work duration and operate within the one lane capacity on I-5, closure of southbound connections to I-5 is required. Closing only the Front Avenue connection via the Market Street ramp and the Marcadam Avenue on-ramp could induce some of this traffic to divert to the Stadium Freeway via the 5th Avenue on-ramp. To ensure sufficient traffic reduction on I-5, the southbound connections from the Stadium Freeway, Front Avenue, and Macadam Avenue require closing from 7:00 PM-10:30 PM. An eleven and one-half hour work duration from 7:00 PM-6:30 AM would result.

3. The third alternative, "Two Lanes Open to Traffic", is the <u>recommended</u> proposal for traffic handling on I-5. Two lanes in both directions will be

kept open to traffic at all times. During peak hour traffic, three lanes will be kept open.

Northbound - Peak Hours 7:00 a.m. to 11:00 a.m. 3 lanes must be kept open to traffic.

Off Peak Hours 11:00 a.m. to 7:00 a.m. 2 lanes must be kept open to traffic.

Southbound - Peak Hours 3:00 p.m. to 7:00 p.m. 3 lanes must be kept open to traffic.

Off Peak Hours 7:00 p.m. to 3:00 p.m. 2 lanes must be kept open to traffic.

Paving of the route will necessitate closure of on and off ramps. A ramp closure sequence is presently being prepared. Barbur Boulevard can accept some I-5 traffic and may be used as a detour for both north and south bound lanes south of Spring Gardens. Details on the use of Barbur Boulevard are still in work. This traffic handling proposal is based on providing the least disruption to established traffic operation and to complete the resurfacing project in the shortest number of days (allowing resurfacing in sixteen-twenty hours daily). This proposal provides the greatest traffic capacity.

The Oregon Transportation Commission on April 29, 1975, granted permission to impose a 45 mile-per-hour speed zone in the construction area.

The speed zone is to be imposed for the safety of the motorists and construction workers and will be in effect only on those sections where signs are in place and only for the duration of the construction project.

Sections of the freeway where the 45 mile-per-hour zone will be in effect are on I-5 from the north end of the North Tigard Interchange to the Stadium Freeway (I-405); on the Stadium Freeway from I-5 to Stadium Freeway Connection No.1, the undercrossing of the Oswego Highway, just north of the Ross Island Bridge; and on Stadium Freeway Highway Connection No. 1 to the Sheridan Street overcrossing.

Since construction of this project will take place night and day, adequate roadway lighting during the night shift would be required. Temporary illumination would be set up for construction and highway user safety.

Elaborate signs (computerized variable message type) to safety direct traffic through the construction area are presently being considered for both ends of the project.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Proposed Project - The level of deterioration of the existing pavement and the corresponding reduction in safety, rideability, and service on this heavily used facility necessitates a major overlay project.

2. "Catch-up" Maintenance - To effect restoration of this section's rideability by utilizing state maintenance crews would be prohibitive in time and cost and would seriously burden the state's capabilities. To effect repairs of immediate need only would require more than doubling the present forces and equipment. The safety conditions created for both the motoring public and the maintenance personnel would be extremely risky.

3. No-action or Do-nothing - The current operational safety level of the facility is serious. There is a high probability that it will lower in the future if not immediately repaired. No action would result in a substandard facility with reductions in safety and serviceability for a heavily traveled highway section.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Normal coordination.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Not applicable.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status		OSHD Date	FHWA Status		FHWA Date
[X]	Survey Authorization		[ ]	Systems Planning	NA
[ ]	Reconnaissance		[X]	Prel. Engineering	
[X]	Field Location		[X]	Corridor Approval	
[X]	Office Location		[X]	Design Approval	March 27, 1975
[X]	Field Prel. Design		[ ]	Plans, Specifications and Estimates Approval	
[X]	Office Prel. Design				
[X]	Final Design				
[ ]	Contract Plans	Scheduled for June, 1975			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project area is in the Tualatin Mountains between the Tualatin and the Willamette Rivers. The highway section was essentially constructed in the silt overburden of the Boring and Columbia River lava flows. The former, Boring, flows underlie the southern portion of the project and has a southerly tilt. A silt layer has been deposited over the lava flow. The lava acts as an acquifer, collecting water from inflow at the higher elevations and passing it through cracks, joints, and flow contacts to outlets at lower elevations. Soils are silty loams in the Cascade soil series. These soils are characterized by slow permeability, slow to rapid surface runoff, and an erosion potential that ranges from slight to high. Groundwater during winter and spring is 2-3 feet below the ground surface. There are no natural streams in the area.

The small area of natural habitat, its proximity to heavily traveled roads, and its location within an urbanized area limit the wildlife population to small species which tolerate or thrive in proximity to man. Plant life includes grasses, shrubs and planted trees.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The cultural setting is urban. The land paralleling I-5 is generally zoned for commercial and light industrial usage, with the surrounding area zoned for apartment and residential use. A general commercial ribbon pattern of development has occurred along the major intersecting streets. Noise levels are high along the project area. (Refer to pertinent noise discussion in Draft Environmental Impact Statement, West Portland Park and Ride, Pacific Highway-Interstate 5, Multnomah County and City of Portland, released on July 19, 1974. Likewise, for air quality, reference West Portland Park and Ride Air Quality Technical Supplement, December, 1974, Publication No. ES 74-12. Environmental Section, DOT-Highway Division.)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
No additional right-of-way would be required for this project. Project construction would occur within existing right-of-way limits.

Consequences:

2. Estimated Changes in Traffic Patterns: During construction of this project, the roadway section would be reduced to two lanes (in both directions) in off peak hours. On and off ramps would be temporarily closed for paving and traffic handling. Barbur Boulevard may serve as a detour route during construction in the southern portion. Speed limit in construction area will be reduced to 45 MPH.

Consequences:
Normal traffic flow would be reduced, resulting in inconvenience and time delays for highway users. Ramp closures would require alternative routing and additional travel for those motorists wanting to use the ramps. Decreased traffic flow on I-5 may encourage use of alternative routes, thus increasing traffic volumes and congestion on city streets in the area. These traffic pattern changes would be temporary and limited to the construction period and specific area of construction.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No land use changes are anticipated to result from the project.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects on natural ecological resources are anticipated in this project.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

The area bordering the roadway interchanges, and structures is landscaped with grasses, other ground covers, shrubs and trees.

Consequences:

The project would damage a small amount of the landscaping on the slopes in the existing right-of-way. Vegetative restoration of the slopes would mitigate this minor impact.

6. Preliminary Identification of Areas of Critical Environmental Concern:

During construction, temporary increases in ambient noise levels on I-5 (and on Barbur Boulevard if this street is used as a detour routing) would occur. Likewise, during construction period, there is increased potential for adverse effects on air quality due to construction equipment and change in traffic flow.

7. Potential for Controversial Issues:

Staging of construction and the handling of traffic would result in inconvenience to motorist and may increase traffic volumes on adjacent city streets.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Appears consistent.

b. Noise Standards

The implementation of this project would not appear to cause a long term adverse impact to abutting land uses relative to noise.

c. Water Quality Standards

Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal type-written report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

NA

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

NA

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

NA

REGION -
(Environmentalist, Resident Engineer)

NA

OTHER -

NA

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ Other * _____

*In accordance with Federal-Aid Highway Program Manual, Vol. 7, Chapter 7, Section 2, paragraph 10e, this highway project is classified as a "non-major action".

STATE OF OREGON

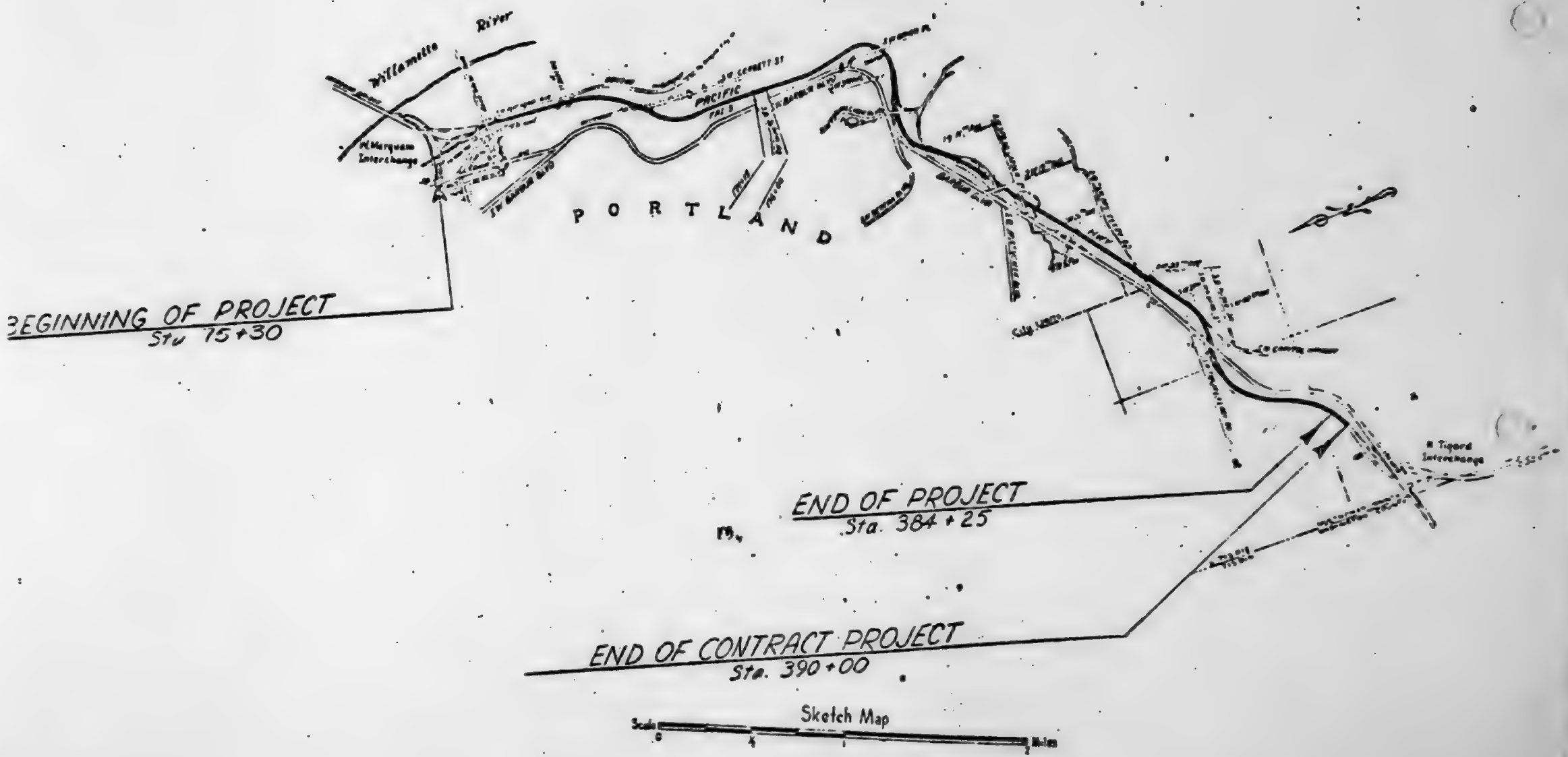
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

W. MARQUAM INTCHGE.~N. TIGARD INTCHGE. SEC

PACIFIC HIGHWAY

MULTNOMAH COUNTY



8236

I-5

Salem, Oregon
May 15, 1975

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

Early Set Concrete
West Marquam-North Tigard Interchange
Pacific Highway I5

This project will require 1,300 square yards of early set concrete. Section 450 of the Special Provisions for this project covers the concrete mix, placement, curing and etc.

Don Beecroft of the Materials Section has agreed to review the testing, production and placement of this special early strength concrete. He will be in contact with Roy Heinz, Resident Engineer on this project and advise him of the results of this investigation and of the difficulties associated with using the early set concrete mix.

JHV:jh
cc: C. T. Keasey
Don Beecroft
Roy Heinz

Versteeg
A. Olson
1 Terpin T
Scott
2 Swenson
R. Olson
Trout

RECEIVED
MAY 15 1975
ROAD DESIGN SECTION

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6555

LRW PDP 27 5/1975 1/50 PM
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HAL VERSTEEG
DEBIGN SECTION

SUBJECT - WEST MARQUAM INTERCHANGE - NORTH TIGARD INTERCHANGE
WORKING HOURS

WE RECOMMEND THE FOLLOWING - TRAFFIC MSY BE REDUCED TO ONE LANE IN EACH DIRECTION OF TRAVEL BETWEEN 10 PM AND 6 AM NB AND 10/30 PM AND 6/30 AM SB.

5
THIS MAY REQUIRE CLOSURE OF SELECTED RAMPS, XXX SELECTED RAMPS, BASED ON TRAFFIC VOLUMES, AND SUBJECT TO APPROVAL BY THE ENGINEER. 5 3 CONTRACTOR WILL BE RESPONSIBLE FOR ALL SIGNING , BARRICADES, AND OTHER DEVICES REQUIRED TO CLOSE SELECTED RAMPS AND NO SEPARATE PAYMENT WILL BE MADE FOR PROVIDING THOSE DEVICES.

METRO

SA.

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MAY 19 1975
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Other

Don Stonemyer is looking at traffic counts on ramps
Hal wants to look at exceptions to the 1st paragraph
Dy after holiday
Rest for Festival week - (1 2nd week in June)

8236 5-14-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-U-5-6(83)295

STATE PROJECT NO.: West Marquam Int.-N.Tigard Int.

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 7-826 & U-187

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): [ ] 1. [XX] 2.

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer, State of Oregon, Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 16 '75
REFER TO Wyatt
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
May 14, 1975	May 14, 1975	Interstate Route 5	Pacific Highway Route 1

GENERAL LOCATION: I-5 Junction SR 99W Northwest 4.95 miles (Portland)

GENERAL DESCRIPTION OF WORK: Grade, drain, pave, illumination and signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)

Temporary Erosion Control $ 2,500
On the Job Training 7,200
Permanent Pavement Striping 5,000
Stage Construction Striping 10,000

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's May 12, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith. 5-16-75 ORIGINAL TO L. W. Rulien Wyatt.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-75	C R Burghardt	for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

Transaction Numbers 5-79 and 5-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	5-13-75

BY (Signature): L. W. Rulien's May 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 I-826 ITEM NOS. U-187 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
826	I-U-5-6(83)295	4.95	6,715,000	6,196,000	West Marquam Interchange North Tigard Interchange Multnomah County State of Oregon	Grade, drain, high type pavement and illumination
187	U-I-5-6(83)295	4.95	450,000	351,000	"	"
			(7,165,000)	(6,547,000)		

RECEIVED
STATE HWY ENGR
MAY 14'75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

NOTED
E. S. HUNTER

5-13-75

REMARKS (Division)

RECEIVED
MAY 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-15-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-13-75	for O. R. Burnhardt G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

5-13-75

8236

8236

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-U-5(83)295
West Marquam Bridge-North Tigard Interchange Sec.
Pacific Highway
Project Assessment

DATE: May 12, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessment forwarded with Mr. Rulien's letter of May 7, 1975 has been reviewed. This will confirm prior verbal agreement with the "non-major" "non-significant" classification requiring no Environmental Impact Statement.

NOTED
E. S. HUNTER

G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

5-13-75
ORIGINAL TO
L. W. Rulien
to handle.

RECEIVED
STATE HWY ENGR
MAY 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
[illegible] E. JOHNSON

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

I-5

Salem, Oregon
May 12, 1975

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

Construction Signing
W. Marquam-N. Tigard Interchange
Pacific Highway I-5

The Traffic Section has reviewed the temporary protection signing plans for this project. Attached is a copy of their comments and recommendations. It is suggested that these changes be included in the construction project.

JHV:jh
cc: L. E. George
Frank E. Terpin

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE May 7, 1975

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Construction Signing
W. Marquam-N. Tigard Interchange
I-5

As per your request the temporary protection signing plans for the West Marquam Interchange-North Tigard Interchange Section of I-5 were reviewed. As a result we have several comments for your consideration:

On sheet 2K you may wish to eliminate the "END LANE CONTROL" signs shown for the typical center lane closure, as this particular situation is somewhat different than the other lane control situation where "LANE CONTROL AHEAD" and "NO LANE CHANGES" signs are used in advance.

On sheet 2K-2 it was noted that "SPEED 45" signs are to be installed every half mile. Instead it would appear more appropriate to position these signs beyond freeway entrances and at other key locations such as in the work areas.

On this same sheet the rectangular shaped sign "FREEWAY RAMP CLOSED" was shown as being a Type "O" sign. To be more in conformance with the Manual on Uniform Traffic Control Devices we would suggest that when a rectangular shaped sign is positioned at the end of the ramp that this sign be a Type "C" sign with black legend on a white background. When the "FREEWAY RAMP CLOSED" sign is used in advance of a ramp it should be diamond with black legend on an orange background (Type "O"). Also when used in advance of a ramp the word ahead or a similiar type message should be included.

DKH:cr

1
2
RECEIVED
Reply
Approval
Keep

8236

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 8, 1974

TO Clarence J. Gregg, Base Design Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT Pavement Overlay on P.C.C.
West Marquam-North Tigard Section
Pacific Highway I-5

Dear Clarence:

The FHWA has approved the use of FAI funds for an appropriately designed overlay and underdrain system for this section of I-5.

Your evaluation of the existing surfacing conditions and your recommendations for the needed corrections were a major part of the report submitted to the FHWA requesting the overlay. The fact that an overlay was approved over the P.C.C. is proof that your surfacing report was a good one.

Please accept my thanks for your fine contribution and for the very fine surfacing design report that was critical in getting an overlay approved.

JHV:jh
cc: E. S. Hunter
Personnel
Victor D. Wolfe

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

R

~~PRO 6-2~~

May 5, 1975

Robert W. Straub
xxxxxxxxxx

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-U-5-6(83)295

We are submitting program data for one jointly financed Interstate-Urban Project No. I-U-5-6(83)295, Item No. 826 (Interstate) and Item No. 187 (Urban), "W. Marquam Interchange-N. Tigard Interchange Section", which we desire to have included in the Federal-aid Interstate and Urban Highway Programs.

It is our present intention to receive bids for this project on June 12, 1976.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

5-5-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20): 1 | PROJECT LOCATION (45 typewriter spaces) 21 68: I-5, Jct. SR 99W, NW 4.95 Mi. (Portland) | ADT | PRESENT: 65,000 | FUTURE (66): 93,300 | YEAR (70)(71)(72): 95 | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62: Gr., Dr., H.T. Pave., Illum., Signs | NATL. FOREST (63)(65): | FH ROUTE NO. (66)(69): | SUPV AGCY (69): | DA CLASSIF. (70): | DA AREA (71): | EMERG. YR. (72)(73): | PL. AUTH YR (74)(75): | PROJECT NUMBER: PREFIX LETTER(S) 14: I-U- | NUMBER 28 7: 5-6

CLASS OF FEDERAL FUNDS: Interstate

COUNTY NAME: Multnomah | CODE (12)(16): 051

4 | NAME OF URBAN AREA 17-21: Portland | ROUTE NO. I | FEDERAL-AID: I-5 (32) | STATE: 1 (36)(37) | U.S.: I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1-4&8)	(15)	41	42								
5					PE		I-5, Jct. SR 99W, NW 4.95 mi. (Portland)					
5					ROW							
5					CONST (CODE) (Safety) 6706		"W. Marquam Intchge.- N. Tigard Intchge. Sec."	(4.95)	(7,165,000)	(6,547,000)		
								4.95	6,715,000	6,196,000	519,000	
							PROJECT TOTALS	4.95	6,715,000	6,196,000	519,000	

(16) (23)(24) (25)

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 29, 14
115, 155 & 727; Project Nos. I-5-6
(8), (9), (13), (19) & (77), respe

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-5-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Jct. SR 99W, NW 4.95 Mi. (Portland)	ADT	65,000	93,300	95	10	Oregon	41	042	826

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave., Illum.,								I-U-	5-6	(83)	295	

FUNDS: Interstate

AREA: Portland

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: ___ 1 OR X 2

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Jct. SR 99W, NW 4.95 mi. (Portland)						Gr., dr., and overlay with AC pave. the existing facility. Underseal existing PCC pave. Safety revisions of roadway appurtenances.
ROW								
CONST (CODE) (Safety) 6706		"W. Marquam Intchge.- N. Tigard Intchge. Sec."	(4.95) 4.95	(7,165,000) 6,715,000	(6,547,000) 6,196,000	519,000		ROW-300' normal; Access control-full; Parking restrictions-complete.
PROJECT TOTALS			4.95	6,715,000	6,196,000	519,000		

PREPARED BY

FHWA APPROVAL DATES

REMARKS

Additional Data: Item Nos. 29, 148, 46, 50, 63, 84, 115, 155 & 727; Project Nos. I-5-6(4), (5), (6), (7), (8), (9), (13), (19) & (77), respectively.

-OVER-

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
PROJECT NO. I-U-5-6(83)295

REMARKS - contd.

This project is jointly financed using Interstate and Urban System Federal-aid Funds. The overall project is financed with Interstate System Funds except Urban Funds will be used to finance work involving (1) pavement undersealing; (2) modification to existing concrete barriers or walls; (3) patching of existing concrete pavement to restore cross section.

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility providing six 12-foot lanes with 10-foot (northerly approx. 3.16 mi.) and 12-foot (southerly approx. 1.79 mi.) right shoulders and an 8.4-foot median; (2) undersealing the existing PCC pavement; (3) safety revisions to bring to present Interstate standards the roadway appurtenances (e.g., signs, guardrail, median barrier, minor drainage structures, illumination, etc.) and other work common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under provisions of par. 6c.

(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) On-the-job trainees, as set forth in FHWA Order Interim T on this project will be determined at PS & E stage and th number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" the provisions of FHPM 6-8-2.1 as the work, other than t overlay, is for the correction of features identified a ardous in the AASHTO report, "Highway Design and Operat Practices Related to Safety".

(3) This project is in Congressional District No. 1.

Data for PR-37:

(a) Roadway: (Type Code 6706). . . . . Est. Cost $t
Pavement Underseal. . . . . Est. Cost $

(b) Safety Revisions: (Y Codes 002, 007, 030, 101) . . . . . Est. Cost $

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
PROJECT NO. I-U-5-6(83)295

REMARKS - contd.

This project is jointly financed using Interstate and Urban System Federal-aid Funds. The overall project is financed with Interstate System Funds except Urban Funds will be used to finance work involving (1) pavement undersealing; (2) modification to existing concrete barriers or walls; (3) patching of existing concrete pavement to restore cross section.

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IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under provisions of par. 6c.

(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) On-the-job trainees, as set forth in FHWA Order Interim 7-7 on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" und the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as ha ardous in the AASHTO report, "Highway Design and Operationa Practices Related to Safety".

(3) This project is in Congressional District No. 1.

Data for PR-37:

(a) Roadway: (Type Code 6706). . . . . Est. Cost $6,105
Pavement Underseal. . . . . Est. Cost $ 450

(b) Safety Revisions: (Y Codes 002, 007, 030, 101) . . . . . Est. Cost $ 610

MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
PROJECT NO. I-U-5-6(83)295

td.

is jointly financed using Interstate and Urban System unds. The overall project is financed with Interstate except Urban Funds will be used to finance work involv- ent undersealing; (2) modification to existing concrete alls; (3) patching of existing concrete pavement to section.

The work consists of (1) grade, drain and overlay with ete pavement the existing facility providing six 12-foot -foot (northerly approx. 3.16 mi.) and 12-foot (southerly mi.) right shoulders and an 8.4-foot median; (2) underseal- ing PCC pavement; (3) safety revisions to bring to present andards the roadway appurtenances (e.g., signs, guardrail, r, minor drainage structures, illumination, etc.) and other o this type of project.

equirements: Exempt from State Clearinghouse and District 2 A-95 review under working agreements dated April 28, 1970 6, 1970, respectively.

equirements: Nonmajor action project environmental assess- ed under separate action.

equirements:

blic Hearings -- Not required under provisions of par. 6c.

cation/Design -- Not a factor in the development of this oject.

Note:

(1) On-the-job trainees, as set forth in FHWA Order Interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 1.

Data for PR-37:

(a) Roadway: (Type Code 6706). . . . . Est. Cost $6,105,000
Pavement Underseal. . . . . Est. Cost $ 450,000

(b) Safety Revisions: (Y Codes 002, 007, 030, 101) . . . . . Est. Cost $ 610,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E. O.

FORM PR-1 (REV. 4-61)

5-5-75

Budget Bureau No. 41-R2067; Approval

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21): I-5, Jct. SR 99W, NW 4.95 Mi. (Portland)

ADT — PRESENT: 65,000 — FUTURE: 93,300 (66) — YEAR: 95 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (29): Gr., Dr., H.T. Pave., Illum., Signs (62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (8): U-I- (14)(28) — NUMBER: 5-6 (7) — SEQ. NO: (83)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban — NAME OF URBAN AREA (17-31): Portland — COUNTY NAME: Multnomah — CODE: 051 (14)(16)

ROUTE NO. I — FEDERAL-AID: I-5 (22) — STATE: 1 (36)(37) — U.S.: I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1448)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					PE		I-5, Jct. SR 99W, NW 4.95 Mi. (Portland)						Gr., c with A existi Unders PCC pav revisio appurte
5					ROW								
5					CONST (CODE) (Safety) 6706		"W. Marquam Intchge.- N. Tigard Intchge. Sec."	(4.95)	(7,165,000)	(6,547,000)			ROW-300 Access Parking complet
								4.95	450,000	351,000	99,000		
							PROJECT TOTALS	4.95	450,000	351,000	99,000		

(18) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 29, 148, 46, 115, 155 & 727; Project Nos. I-5-6(4), (5 (8), (9), (13), (19) & (77), respectively

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-3 (REV. 4-61)

5-5-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT CODE	APPN CODE	ITEM NO.
Jct. SR 99W, NW 4.95 Mi. (Portland)	ADT	65,000	93,300	95	10	Oregon	41	032	187

RK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Illum., Signs								U-I-	5-6	(83)	295	

	COUNTY NAME	CODE	PROGRAM STAGE
Urban	Multnomah	05	1 OR X 2
Portland	ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5		

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-5, Jct. SR 99W, NW 4.95 Mi. (Portland)						Gr., dr., and overlay with AC pave. the existing facility. Underseal existing PCC pave. Safety revisions of roadway appurtenances.
W								
NST fety) 06		"W. Marquam Intchge.-N. Tigard Intchge. Sec."	(4.95) 4.95	(7,165,000) 450,000	(6,547,000) 351,000	 99,000		ROW-300' normal; Access control-full; Parking restrictions-complete.
	PROJECT TOTALS		4.95	450,000	351,000	99,000		

VAL DATES

REMARKS

Additional Data: Item Nos. 29, 148, 46, 50, 63, 84, 115, 155 & 727; Project Nos. I-5-6(4), (5), (6), (7), (8), (9), (13), (19) & (77), respectively.

-OVER-

W. MARQUAM INTCHGE.-N. TIGARD INTCHGE. SECTION
PROJECT NO. U-I-5-6(83)295

REMARKS - contd.

This project is jointly financed using Interstate and Urban System Federal-aid Funds. The overall project is financed with Interstate System Funds except Urban Funds will be used to finance work involving (1) pavement undersealing; (2) modification to existing concrete barriers or walls; (3) patching of existing concrete pavement to restore cross section.

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility providing six 12-foot lanes with 10-foot (northerly approx. 3.16 mi.) and 12-foot (southerly approx. 1.79 mi.) right shoulders and an 8.4-foot median; (2) undersealing the existing PCC pavement; (3) safety revisions to bring to present Interstate standards the roadway appurtenances (e.g., signs, guardrail, median barrier, minor drainage structures, illumination, etc.) and other work common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under provisions of par. 6c.

(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) On-the-job trainees, as set forth in FHWA Order on this project will be determined at PS & E st number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement the provisions of FHPM 6-8-2.1 as the work, oth overlay, is for the correction of features iden ardous in the AASHTO report, "Highway Design an Practices Related to Safety".

(3) This project is in Congressional District No. 1

Data for PR-37:

(a) Roadway: (Type Code 6706). . . . . Est.
Pavement Underseal. . . . . Est.

(b) Safety Revisions: (Y Codes 002, 007, 030, 101) . . . . . Est.

INTCHGE.-N. TIGARD INTCHGE. SECTION
PROJECT NO. U-I-5-6(83)295

ly financed using Interstate and Urban System
he overall project is financed with Interstate
rban funds will be used to finance work involv-
rsealing; (2) modification to existing concrete
) patching of existing concrete pavement to
.

rk consists of (1) grade, drain and overlay with
ment the existing facility providing six 12-foot
ortherly approx. 3.16 mi.) and 12-foot (southerly
ht shoulders and an 8.4-foot median; (2) underseal-
pavement; (3) safety revisions to bring to present
the roadway appurtenances (e.g., signs, guardrail,
r drainage structures, illumination, etc.) and other
type of project.

nts: Exempt from State Clearinghouse and District 2
eview under working agreements dated April 28, 1970
, respectively.

nts: Nonmajor action project environmental assess-
separate action.

nts:

rings -- Not required under provisions of par. 6c.

esign -- Not a factor in the development of this

Note:

(1) On-the-job trainees, as set forth in FHWA Order Interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 1.

Data for PR-37:

(a) Roadway: (Type Code 6706). . . . . Est. Cost $6,105,000
Pavement Underseal. . . . . Est. Cost $ 450,000

(b) Safety Revisions: (Y Codes 002, 007, 030, 101) . . . . . Est. Cost $ 610,000

8236

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-6(-)301
W. Marquam Interchange-N. Tigard Interchange
Request for Pavement Overlay on PCC

DATE: May 1, 1974

In reply refer to: 10-41-A

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
5-3-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

cc Rulien
Wolfe
Versteeg
Hardt

Mr. Hunter's December 21, 1973 letter requested approval for FAI funding of an asphaltic concrete overlay and other related improvements to the section of PCC pavement on I-5 in Portland between the West Marquam and North Tigard interchanges. It has been determined that FAI funds may participate in an appropriately designed overlay and installation of an underdrain system where required. This approval does not extend to the specific 6-inch asphaltic concrete overlay proposed in the request. It is our view that the substantial variations in pavement distress throughout the section warrant more individualized treatment. Accordingly, we will be available to work with you in developing such a solution.

by G. L. Green

RECEIVED
STATE HWY ENGR
MAY 2'74
REFER TO
FOR
Chief | Asst | Adm | D/R | Sign | Act | File

5-2-74

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

P236

FORM 81-734-3030

I-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 24, 1975

FILE: ~~LOC 17~~

PREFIX NO: ~~626-1973~~

FILE CODE: 330

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: West Marquam Interchange -
N. Tigard Interchange Section
Pacific Highway
Overlay Project
Prefix 626-1947 - Old Survey Prefix

Dan Gano has had more time to study the settlement area just south of the Iowa Street structure in the northbound lanes (Carolina Slide). In checking his slope meter tubes, he finds the failure in this area is due to settlement as we previously discussed. The rate of settlement is quite slow as evidenced by the minimal jacking efforts made on the existing PCC pavement.

We feel the settlement will continue due to further consolidation of the fill and will require patching under future maintenance. Dan recommends removal of the existing concrete pavement and replacement with asphaltic concrete to provide a flexible pavement in this slide area which will reduce the effect of reflection cracking and additional cracking caused by consolidation of the fill.

One of our concerns with using asphaltic concrete was the problem of continuing consolidation of the AC as opposed to the rigid PCC panels adjoining. We anticipated the need to patch these areas to reduce the effect of this problem. Since we anticipate some future settlement in the area over the Carolina Slide perhaps use of AC would be the most pprudent method of patching on this section.

METROPOLITAN ENGINEER

PR 2 5 1975

DRA/b
cc C. T. Keasey
J. H. Versteeg
R. N. Bothman

Note to RNB & CTK - Your recommendations on this proposal should be sent to Hal Versteeg

Ok Agree
Bothman
-CC Versteeg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 24, 1975

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: West Marquam Interchange -
N. Tigard Interchange Section
Pacific Highway
Overlay Project
Prefix 626-1947

Dan Gano has had more time to study the settlement area just south of the Iowa Street structure in the northbound lanes (Carolina Slide). In checking his slope meter tubes, he finds the failure in this area is due to settlement as we previously discussed. The rate of settlement is quite slow as evidenced by the minimal jacking efforts made on the existing PCC pavement.

We feel the settlement will continue due to further consolidation of the fill and will require patching under future maintenance. Dan recommends removal of the existing concrete pavement and replacement with asphaltic concrete to provide a flexible pavement in this slide area which will reduce the effect of reflection cracking and additional cracking caused by consolidation of the fill.

One of our concerns with using asphaltic concrete was the problem of continuing consolidation of the AC as opposed to the rigid PCC panels adjoining. We anticipated the need to patch these areas to reduce the effect of this problem. Since we anticipate some future settlement in the area over the Carolina Slide perhaps use of AC would be the most pprudent method of patching on this section.

DRA/b
cc C. T. Keasey
J. H. Versteeg
R. N. Bothman

Note to RNB & CTK - Your recommendations on this proposal should be sent to Hal Versteeg

4-25-75

Hal - I recommend use of A.C. for ease of patching until settlement and consolidation of fill are stabilized.

2236

I-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 24, 1975

FILE: LOC 17

17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: West Marquam Interchange -
N. Tigard Interchange Section
Pacific Highway
Overlay Project
Prefix 626-1947

:ion
.ure Area

Dan Gano has had more time to study the settlement area just south of the Iowa Street structure in the northbound lanes (Carolina Slide). In checking his slope meter tubes, he finds the failure in this area is due to settlement as we previously discussed. The rate of settlement is quite slow as evidenced by the minimal jacking efforts made on the existing PCC pavement.

We feel the settlement will continue due to further consolidation of the fill and will require patching under future maintenance. Dan recommends removal of the existing concrete pavement and replacement with asphaltic concrete to provide a flexible pavement in this slide area which will reduce the effect of reflection cracking and additional cracking caused by consolidation of the fill.

One of our concerns with using asphaltic concrete was the problem of continuing consolidation of the AC as opposed to the rigid PCC panels adjoining. We anticipated the need to patch these areas to reduce the effect of this problem. Since we anticipate some future settlement in the area over the Carolina Slide perhaps use of AC would be the most pprudent method of patching on this section.

REFERRED TO Sacre

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Heger ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

DRA/b
cc C. T. Keasey
J. H. Versteeg
R. N. Bothman

Note to RNB & CTK - Your recommendations on this proposal should be sent to Hal Versteeg

4/29/75
See Keasey's Rec. attached 3/2 all.
T T
Draft says to go with the 4 all
A.C. 4/29/75
all.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie
April 24, 1975

FROM: DAN GANO
Region Geologist

TO: D. R. ADAMS
Region Construction Engineer

SUBJECT: W. Marquam Interchange-N.
Tigard Interchange Section
Carolina St. Pavement Failure Area
Pacific Highway
Multnomah County

One inclinometer tube was installed at the Carolina St. pavement failure area in 1972. Some distortion of the tube has occurred that would be typical of slow fill settlement conditions. No well defined failure plane is apparent.

The total settlement has not been great enough to require an A.C. overlay. Some pavement jacking has probably been done in the area. The settlement has been great enough to cause severe cracking of the existing P.C.C. surface. It is expected that there will be enough settlement in the future to cause cracking of P.C.C. pavement. A total solution to the problem would require reconstruction of the existing embankment. A more flexible (A.C.) pavement could be considered for use in this area on the coming overlay project to minimize the effects of future settlement.

DG/lms
cc: J. H. Versteeg
Ed Johnsen
Fred Yarbrough

8236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 24, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

TO: F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT: W. Marquam Br.-N. Tigard Int.
Pacific Highway
Multnomah County

Enclosed find a print of a signing plan for a proposed closing of the center lane on the subject overlay project.

We have been informed by Mr. L. E. George that because the last three signs in the sequence are not included in the Manual on Uniform Traffic Control Devices they are not authorized for use unless approved by you acting for the Transportation Commission.

Also enclosed for your review is a print of a signing plan for closing the right or left lane which is included in the MUTCD.

The proposed sequence attempts, by using signs with messages similar to those approved, to inform the motorist of the center lane closure and that he is to merge either right or left.

This project is scheduled for bid opening on June 5, 1975 and an early reply with your approval would be greatly appreciated.

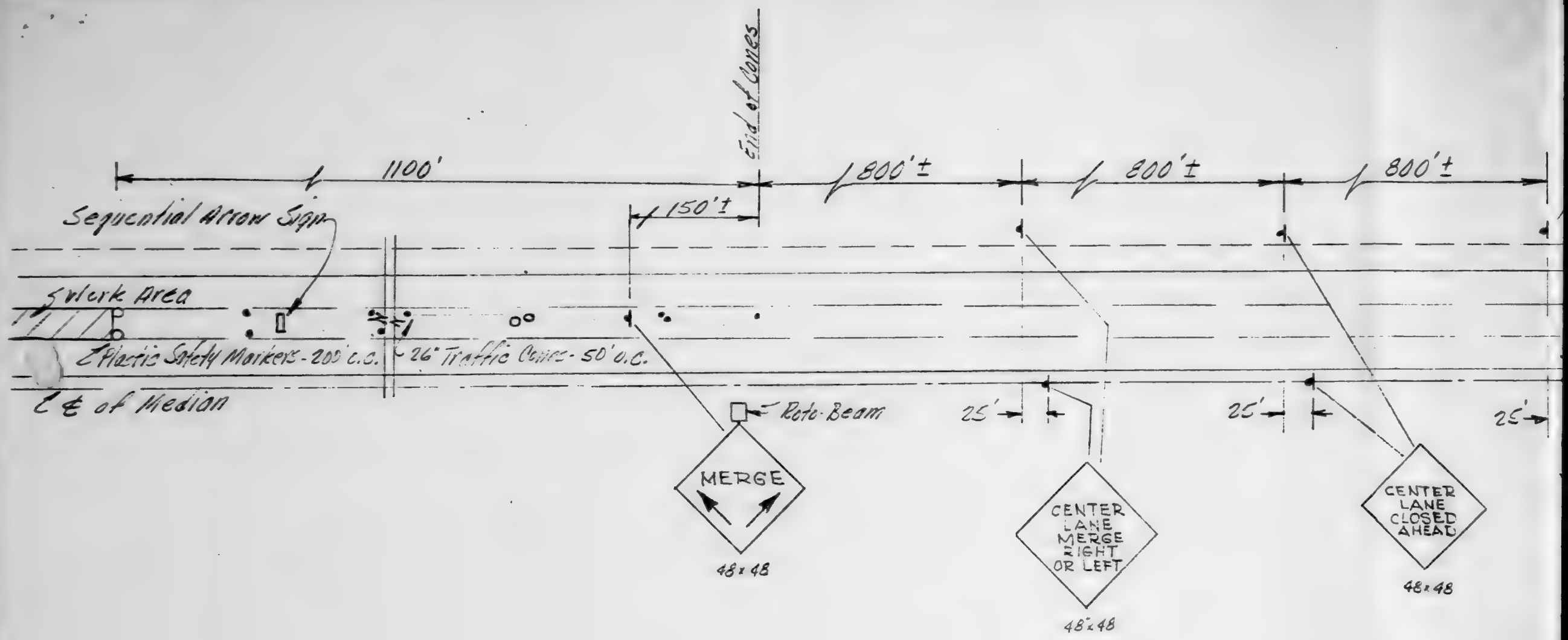
FET:we
Attachments
cc: L. E. George
C. T. Keasey
R. N. Bothman
E. L. Hardt

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO
FOR

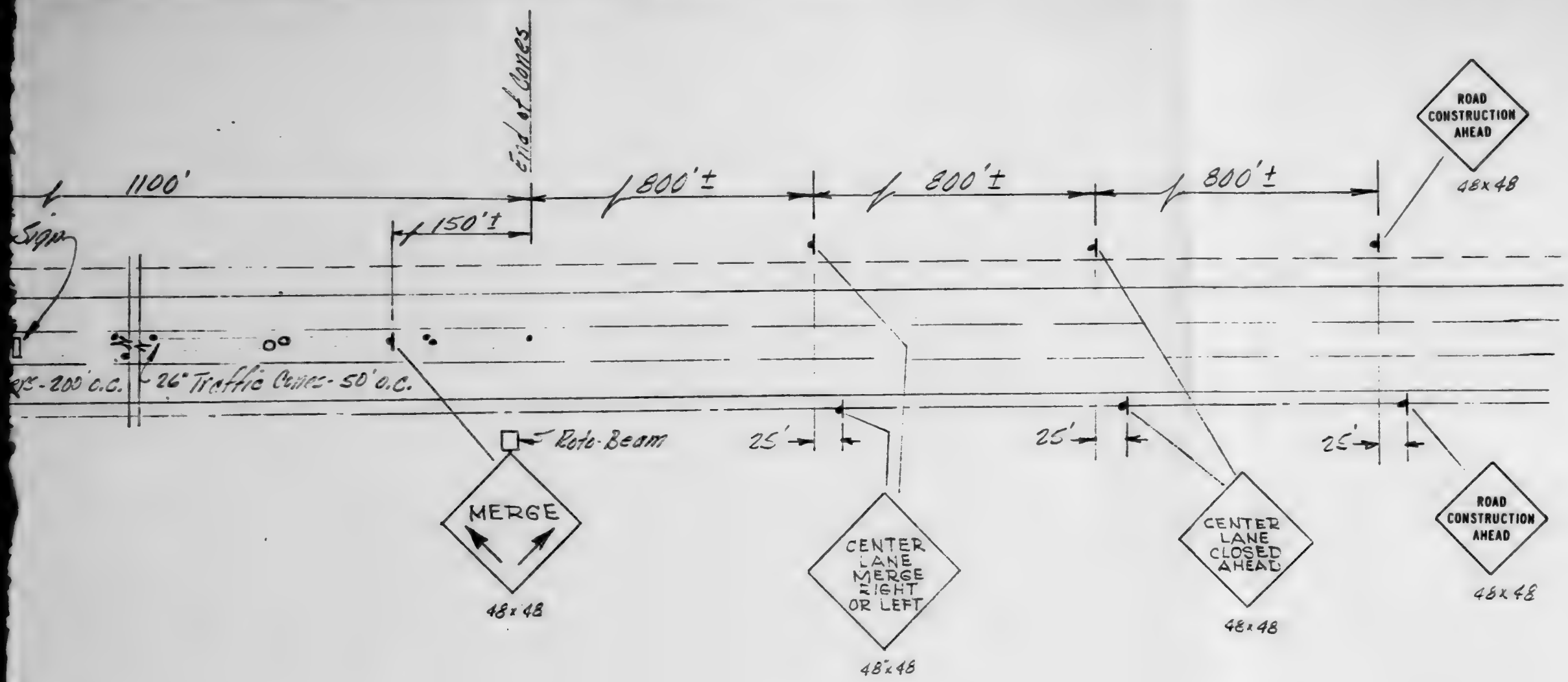
APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE: 4/25/75

4-25-75

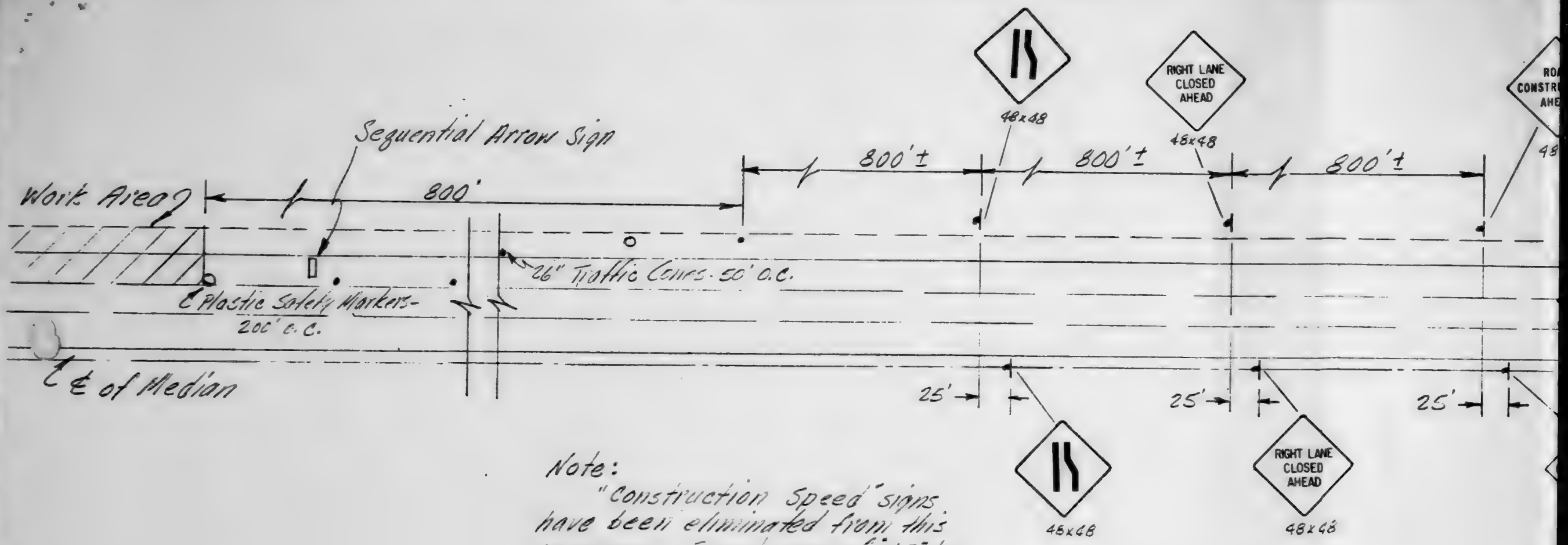
NOTED
C. W. HEAD



PROPOSED CENTER LANE CLOSURE SIGNING

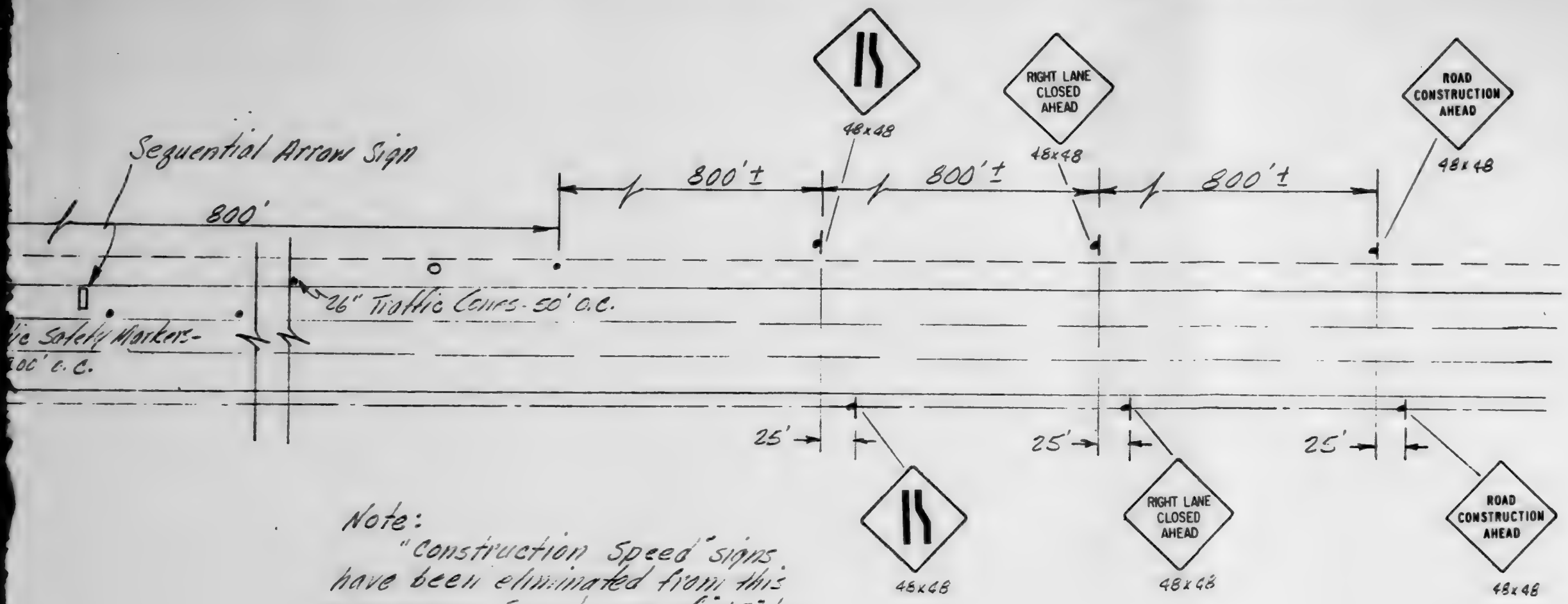


PROPOSED CENTER LANE CLOSURE SIGNING



Note:
"Construction Speed" signs have been eliminated from this sequence - Speed zone of 45 has been requested.

TYPICAL RIGHT OR LEFT LANE CLOSURE



Note:
"Construction Speed" signs have been eliminated from this sequence - Speed zone of 45" has been requested.

TYPICAL RIGHT OR LEFT LANE CLOSURE

8136

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)301
Marquam Bridge-North Tigard Section
Pacific Highway - Overlay

DATE: April 18, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Versteeg's April 17, 1975 letter to Mr. Christianson asks FHWA approval to construct two rows of pavement anchors at the south end of the Iowa Street structure with Interstate funds. Since all recent PCC pavement designs include such anchors, I agree that the problem at this structure is a design deficiency. This will confirm prior verbal approval to perform this work with Interstate funds.

Mr. Versteeg and Mr. Christianson have also discussed the funding of removal and replacement of PCC in areas where transverse drainage is required but no repair work is necessary to the existing pavement. Such removal and replacement is considered part of the drainage installation which is eligible for Interstate funding.

NOTED
E. S. HUNTER
4-23-75
cc Versteeg
Austin

for G. L. Green

RECEIVED
STATE HWY EN
APR 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
L. L. JOHNS

RECEIVED
APR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236 C

REFERRED TO Sacre F5

Board ____ Read ____
Cole ____ Semple ____
Eriksen ____ Watson ____
Heger ____ Wolfe ____
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Salem, Oregon
April 18, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Marion Craft
Metro Construction Engineer

West Marquam Interchange-
N. Tigard Interchange
Pacific Highway

Versteeg
1 A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

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APR 18 1975
ROAD DESIGN SECTION

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Comments on your transmittal of April 10, 1975.

1. All curbs will be replaced on the project - south of 26th Avenue we plan to widen two feet on each side for construction purposes.

2. Suggest contacting C. G. Gregg, Al Bates or Vernon Shull concerning the technical aspect of grouting the existing pavement. Much of the control for this operation is judgmental.

3. Joint repair will be bid item or items.

4. Forty-five miles per hour speed limit request submitted to L. E. George.

5. Seventy-five percent of the concrete pavement replacement will not be critical as we plan 24 to 36 hour lane closures. Balance of concrete replacement is critical timewise and is subject to trial and error.

6. Detour of the traffic as suggested on the south end of the project is possible. Extent of the closure is critical and must be limited and controlled. Ramp closures will be permitted based on need.

7. Ten foot lane width is not reasonable. Would suggest 11' or more.

8. Two variable message signs at $20,000 each are being included in the project for your amazement.

9. Contractor will furnish needed illumination for construction. Existing illumination will not be upgraded which may be a mistake.

10. Working hours & lane closures will be covered in the specifications.

11. Longitudinal pavement joints during the paving operation should be avoided for safety reasons.

12. What type of advance warning sign is requested? Is this different from Item 8?

13. It is recommended that the temporary striping problem be studied by Metro. Concur that this needs expert attention.

14. Terminal expansion blocks are planned at the Iowa structure.

15. North limits of projects have been changed as per your suggestions.

JHV:jh
cc: E. L. Hardt

8236 I-5

Salem, Oregon
April 18, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

E. L. Hardt
Region 1 Engineer

P.C.C. Underseal
Marquam Bridge-North
Tigard
Pacific Highway I-5

We plan to use an asphalt underseal on this section of I-5 concrete pavement. The purpose of the underseal is to fill the voids under the pavement and to stabilize the slabs. This undersealing is a costly operation so it is important to know where and to what extent the pavement should be treated. Attached is a copy of D. W. Greene's letter of May 8, 1974, which comments on the planned undersealing on the Linn County Line-McKenzie River project. Al Bates and Vernon Shull, Resident Engineers in Region 3, and C. G. Gregg, Surfacing Design Engineer, have also had experience with undersealing of concrete pavements. It is suggested that the resident engineer assigned to this overlay project arrange to go over this section of I-5 with one or more of the experienced engineers.

Adequate quantities will be provided for in the project, these costs are not eligible for FAI funding.

JHV:jh
cc: Alfred Shirley
Al Bates
C. G. Gregg
Vernon Shull
C. G. Swenson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
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FORM E-30 (REV. 10-69)

REFERRED TO

Cole		Reed	
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Heger		Watson	
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Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 8, 1974

To:
J.H.Versteeg
Road Design Engineer
Salem, Oregon

SUBJECT: Limits for Undersealing and Subgrade Drains
1 Linn Co. Line-Mckenzie River Sect.
Pacific Highway
2 Lane County

RECEIVED
MAY 13 1974
ROAD DESIGN SECTION

Scott
Swanson
3
R. Olson
Tyler

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Attention: Lyle K. Watson
Design Team Supervisor

Refer to letter dated May 2, 1974 from J.X.Wilson, Regional Construction Engineer, wherein he requested that limits for undersealing and subgrade drains be furnished your office.

The pumping of asphalt for the underseal was observed and discussed with Vern Shull, Resident Engineer, on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway. He advised that they had tried various distance between holes and had found that a spacing of six to eight feet gave them the best controll of the pumping of the asphalt for the underseal. In my calculations I have used a figure of one hole per four lineal feet along centerline to determine the number of holes required. (see attachments for limits of undersealing and diagram of the hole spacing)

Mr. Shull advised that they were averaging about twenty five gallons of asphalt per hole using the above mentioned spacing of the holes. The situation on that project is considerable different than this project in that they are pumping under concrete pavement that was placed 20 to 30 years ago and is the individual slabs whereas this project is continuous reinforced concrete with sawed joints, therefore I do not believe the above figured should be used to estimate asphalt quantities for this project. I have used 1.7 gal per square yard of area to be undersealed or about 9 gallons per hole in my computations for the quantity of asphalt required, this method is certainly open to discussion.

Your Memo to the Files on the plans in hand review indicated the subgrade drains were to end at the Muddy Creek structures, my recommendation is that this be extended approximately 500 feet southerly of these structures as the pavement has been patched about 200 feet southerly of Muddy Creek on the NorthBound lanes and is showing considerable deterioration on the Southbound lanes. The above recommendation is made with the understanding that the F.H.A. has turned down subgrade drains to the Coburg Interchange, if this is not true then the drains should extend thru the Coburg Interchange, especially the Southbound drains.

D.W.Greene
Resident Engineer

NOTED
L. K. WATSON

cc: Alfred Shirley, Jr.

Edge P.C.C.

Lt. Lane

Hole Spacing in Lt. lane (where needed)
Very few areas showing distress in this lane

Lt. Lane

Hole Spacing Lt. lane in areas
showing distress.

Edge P.C.C.

Hole Spacing for Undercoat
Linn Co. Line - Mckenzie River Jct.
Pacific Hwy Lane Co.

Scale 1" = 4'

8236

I-5

ROBERT W. STRAUB
XXXXXXXXXXX

April 17, 1975

Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Cliff Christianson

Dear Mr. Christianson:

Re: Marquam Bridge-North Tigard
Interchange Section
Pacific Highway
Multnomah County

As a part of the subject project we are planning to construct two rows of pavement anchors on the north and south bound traffic lanes at the south end of the Iowa Street structure. These are to eliminate the pressure on the structure by the existing pavements.

The anchors will cost about $8,700 and we wish a commitment that these will be covered with interstate funds.

It is our belief that their absence is a design deficiency that should be remedied.

Very truly yours,

J. H. Versteeg
Road Design Engineer

DNS:jh

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 15, 1975

PREFIX NO: 626-1995
FILE: 330
FILE CODE:

TO: A. D. Olson

~~FROM:~~ A. D. Olson
Preliminary Design Engineer

SUBJECT: Marquam Bridge-N. Tigard Intchg.
Pacific Highway
Multnomah County

TO: R. N. Bothman
Metropolitan Engineer

Don Adams
Region 1 Construction Engineer

METROPOLITAN ENGINEER
APR 16 1975

Attached is a copy of Utah's study on concrete pavement problems. Note on page 2 what is created when patching was attempted. Maybe our plans for joint reconstruction on the subject section could create this same situation. We assume that doweled joints do not react this way but maybe they do. With our pavement seal we should not have to worry about the problem shown on page 9.

We do not want to do any more extra work on this job than we have to but do you think we might create problems where joints are removed and repaved as we have planned?

1/2 add.
3
4

This isn't exactly what I meant to say — but the sketch on p. 2 is what caught my eye. If you have any question on my concern, please call me

ADO:jh

Note: Spec's the AC for transition PCC load

Salt - problem?

Temp variation @ Utah

Note problem between AC & PCC @ Joints

Discussed Olson 4/21

He transferred the problem to Adams - a.d.

a.d. Olson

8236

FORM 81.734.8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Marquam Bridge-Tigard Section
Pacific Highway
Multnomah County

Illumination on the subject project has come under study. We originally intended to install new permanent high type lighting throughout the job for use during construction as well as afterwards. FHWA approved this with Interstate funds for the total cost of the Spring Garden-N. Tigard Section and half the cost of the Marquam Bridge-Spring Garden Section which would have covered construction lighting. The additional costs could be covered by FAP money.

We have since revised our thinking and determined that on this particular project we could live with the existing lighting during and after construction and have the contractor provide portable lighting in the work areas.

There are several reasons for our proposed design. Primary funds are in short supply, new lighting could hold up this project and we feel for this particular job at this particular time, the existing illumination plus contractor lighting will be adequate.

As a result of this decision it has been suggested that upgrading of illumination in the future with FAI funds might be more difficult to justify. We do not feel that a decision on this one specific project should set a precedence that precludes the upgrading of lighting on future Interstate projects. Night-time accident patterns and safety conditions can and do change. We feel we should be able to revise our thinking on future projects without fear of being committed to a policy that does not permit upgrading of the existing illumination on the Interstate system.

If our decision meets your approval, we shall prepare the plans accordingly.

4-17-75
Hal Logue
ESH

4-21-75
ORIGINAL TO
Hal Versteeg

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JHV:jh
cc: H. S. Coulter
E. L. Hardt
W. J. Hart
L. E. George
R. N. Bothman
D. H. Moehring
Clifford Christianson, FHWA

8236

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

April 10, 1975

FILE:

FROM: MARION A. CRAFT
Metro Construction Engineer

SUBJECT: WEST MARQUAM INTER.-N. TIGARD Interchange

TO: HAL VERSTEEG
Design Engineer

The following questions, comments and/or recommendations are the result of the meeting between Region 1, the Design Section and Metro last Thursday, April 3, and a subsequent meeting between Bud Heinz, Dennis Peterson, Bob Bothman and myself.

1. We question the desirability or the necessity of the curbs and guardrails being set back two feet throughout the job. If it is merely for the benefit of handling traffic, we can handle traffic without moving the curbs back. The extra work and inconvenience of adjusting the inlet drainage, removing and replacing the curbs and guardrail, and adjusting the illumination would not seem to be worthwhile unless there are other, more compelling reasons for the setback. An asphalt or concrete extruded curb could be installed as necessary.

2. The pressure grouting or pumping will be one of the first items of construction. What determines where the pumping is done, how much, how is it paid for, etc.? This may already be answered in the specs.

3. Joint repair – Will specific joints be called out in the plans and specs, or will this be determined after the job is let? If so, we should have a typical joint repair detail and something so it can be set up as a bid item.

4. Both Bud Heinz and Dennis Peterson thought it would be a good idea to establish a legal construction speed of 45 M.P.H.

5. There is still the question of whether or not we can take out a section of the concrete, replace any bad subgrade, install perf pipe and fill with asphalt or concrete in the allotted time. I don't know if there is any way to answer this except to first try it on a small scale and see what happens.

6. We would like to be able to detour traffic off the freeway onto Barbur Blvd. from 12 to 6 a.m. This would be possible on the south end of the project, from about Spring Garden. Selected ramp closures should be allowed, with appropriate signing.

7. Instead of showing specific lane widths for the off-peak traffic, we suggest a note showing lane widths to be a minimum of ten feet.

1 Versteeg ✓ – copy
2 A. Olson
3 Terpin
Scott
4 Swenson
E. Olson

RECEIVED

ROAD

It looks like about two typical sections would be all that was necessary on sheet 2H.

8. The variable message sign, one at each end of the job, looks like a very good idea and is recommended. The fellow we talked to from Federal Sign quoted a price of about $20,000.00 per sign, installed.

9. Lighting, illumination - We didn't come to any firm conclusions, but the general feeling seemed to be that upgrading the existing illumination plus requiring contractor furnished portable lighting for construction should be adequate.

10. Working hours - In addition to the comments under item 6, we would like to be able to close traffic down to one lane between the hours of 12 to 6 a.m., with three lanes to be open from 7 a.m. to 11 a.m. (inbound) and 3 p.m. to 7 p.m. (outbound), and the remainder of the time two lanes kept open.

11. Everyone seems to think it is a good idea to require full width paving (no lengthy longit. joints). It remains to be seen if this is practical or even possible.

12. Dennis Peterson recommends that advance warning signs should be mounted on the shoulder of the road and illuminated.

13. Temporary striping - This was discussed at considerable length with no firm conclusions. It is a serious, difficult problem and should be studied in detail by someone.

14. The idea of terminal expansion blocks at the Iowa Street structure is probably a good one, if it is possible to get it built in the limited time allotted. I believe Al Harwood was going to look into this further.

15. North Project Limits - In general the paving limits should extend to the existing asphalt paving and feather out the paving on the ramps to I-405 and the Marquam Bridge.

pq

8236

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 9, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By James E. Wilson Jr.
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Patching of Portland Cement Pavement on W. Marquam-N. Tigard Int. Section

TO: J. H. Versteeg
Road Design Engineer

As requested, we have reviewed the Michigan specifications for a fast setting portland cement concrete mix used for patching concrete pavement. It is our opinion that the Michigan mix using calcium chloride as an accelerator should provide a suitable concrete patch for most applications. However, we feel that the use of asphalt concrete rather than portland cement concrete is better suited for the base and traffic conditions on the W. Marquam-Tigard Interchange project.

The following are several reasons for our opinion and some recommendations for use of asphalt concrete in PCC pavement patching.

1. Complete compaction of the base and subgrade disturbed during removal of the broken pavement is essential. With the use of asphalt concrete and the compaction required during placement of the mix, complete consolidation of the pavement structural section should be obtained. This reduces the potential for later settlement of the patch as with the use of PCC. Any settlement of the patch will result in reflective cracking through the asphalt concrete overlay surfacing.

2. Traffic control will be on a more certain time schedule with the use of A C. for patching. A patched area can be returned to traffic within two hours following the completion of patching. With the use of PCC accelerated with calcium chloride the time required to obtain 300 psi flexural strength is uncertain and is severally effected by weather conditions and temperature. All literature reviewed regarding the case of calcium chloride indicates a 2 percent maximum rather than 4 percent as allowed in the Michigan mix. An excess addition will result in rapid loss of slump, quick setting and possibly a retarding effect.

3. Shrinkage of PCC with the Michigan 9 sack mix could be a problem when close control of water cement ratio and slump is not obtained. This would result in cracking between the existing concrete and the patch with a potential for reflective cracking into the overlay asphalt concrete.

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APR 9 - 1975
ROAD DESIGN SECTION
Verified
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

4. Stiffness of a 14 to 18 inch thickness of Class "B" asphalt concrete is equivalent to that of the 8 inch wire mesh reinforced PCC slab. This level of stiffness provides a uniform load bearing capability for the patched and existing pavement. However, it is apparent that the failed pavement areas have a base deficiency, and a patch of sufficient thickness must be provided to correct the situation. The use of untreated aggregate base contributes very little towards providing the required stiffness of the pavement structural section. A minimum asphalt concrete thickness of 18 inches is recommended with the mix compacted in 6 inch lifts to 92% compaction.

5. The cost savings when using asphalt concrete rather than PCC on the project should be considerable less. Although the cost for patching will be considerable, we recommend that the broken pavement and ineffective base be removed and excavated to a sufficient depth and area to reduce the potential for future base problems.

6. A provision in the contract should be provided for the use of hydrated lime to reduce moisture content of subgrade as needed for compaction during the pavement patching.

JEW:gs

cc: C. T. Keasey
R. N. Bothman
E. L. Hardt

3236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 8, 1975

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Marquam Bridge-N. Tigard Int.
Pacific Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

On April 7 in the Road Design office the following items were discussed and action noted. Further discussed with Metro and Region 1 on Wednesday, April 9.

1. Climbing lane and acceleration lane extensions at Capitol Highway will be covered by Interstate funds.

2. Pavement anchors at Iowa structure will be estimated and apparently will be covered by Interstate funds.

3. Barbur can accept I-5 traffic southbound from 10:30 PM to 6:30 AM. Traffic can be exited at 24th Avenue ramp and entranced at N. Tigard. Truck noise on Barbur could bring complaints.

4. Prepare a construction sequence on curbs, guard rail, etc.

5. Study possible off-highway locations to store equipment when not in use.

6. Determine minimum width for two lane traffic.

7. Prepare typical for ramp barricades and determine amount needed.

8. Study need for additional inlets, etc., in median and method of pipe installation.

9. Estimate cost of pipe at joints.

10. Project will be extended north to Sheridan Street and structure should have 2" A.C. on it and feather north of the structure on the existing A.C.

11. Illumination will be discussed at next meeting. Region to recommend.

12. Metro is to prepare a ramp closure sequence and suggestions for elaborate signs at both ends of project.

DNS:jh

Tarpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 11
ROAD DESIGN SECTION

8236

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 25, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: W. Marquam-N. Tigard Int.
Pacific Highway
Multnomah County

TO: E. S. Hunter
Assistant State Highway Engineer

It has been determined that we will use P.C.C. for patching and the new climbing lane to bring the subject project up to present grade over which will be placed the various depths of asphaltic concrete. In order to get a 6 to 12 hour curing time so that traffic can use the P.C.C. during peak periods we propose to use the attached mix which is contained in Highway Research Program 25 entitled "Reconditioning High Volume Freeways in Urban Areas".

Will all receiving this data please review and advise if this is acceptable.

DNS:we
Attachment
cc: C. T. Keasey, w/encl.
Clifford Christianson, FHWA, w/encl.
R. N. Bothman, w/ encl.
E. L. Hardt, w/encl.
John Jenkins, w/encl.

4-8-75
ORIGINAL TO
Hal Versteeg
w/att.

4-8-75

RECEIVED
MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 4, 1975

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Marquam Bridge-N. Tigard Int.
Pacific Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

In discussions with the FHWA it has been determined that we will be permitted to pave selected off-ramps over their entirety with the 1" Class "E" A.C. lift for skid resistance. This to be covered by interstate funds.

The existing off-ramps are northbound at Corbett, north and southbound at Terwilliger, southbound at Multnomah, southbound at Spring Garden, northbound at Taylor's Ferry and southbound at Capitol.

Due to alignment and traffic experience we have selected Corbett, southbound Terwilliger, Spring Garden and Capitol Highway ramps to receive this treatment.

DNS:jh
cc: E. S. Hunter
Cliff Christianson
R. N. Bothman
E. L. Hardt

F236

LOC 17
Prefix 626-1947

Region 1 - Milwaukie
April 2, 1975

DB

DAN BACON
Region Staff Assistant

EDWARD L. HARDT
Region Engineer

WEST MARQUAM-NORTH TIGARD
INTERCHANGE SECTION, I-5
Temporary Construction
Lighting vs Permanent
Upgrading To Present
Standards

At the present time the existing light system in this area produces ½ ft. candle on a 9 to 1 average to minimum ratio. If this section were upgraded to present standards the light levels would be increased to 1 ft. candle on a 3 to 1 average to minimum uniformity. Estimated cost for upgrading the subject section to present standards is approximately $900,000.00.

The desired light level for a construction work area is 2 ft. candles on a 3 to 1 average to minimum uniformity. The standard portable rental units available are diesel powered generators with 30' mast arms which support two 1,000 watt luminaires. These units produce high intensity light (180,000 lumens) which would result in 300 ft. candles directly in front of the luminaire with very little light dispersed to the side. As a result, the units would have to be spaced at 120 ft. intervals to eliminate dark spots. This type of unit would not be suitable for use in lighting a construction area.

We could obtain acceptable light levels through the use of one 400 watt type three medium semi-cutoff luminaires spaced at 190 ft. intervals. This system would provide 1 ft. candle at a 3.7 to 1 average to minimum ratio.

The Marquam - North Columbia Blvd. section of I-5 was illuminated to a level of 1 ft. candle on a 3 to 1 average to minimum ratio. The Resident Engineer, Bob Shotwell, reports that the light level was adequate to perform contract work.

Since the duration of the project and the length and number of work areas is not known, I have calculated an estimated cost based upon two work areas for a two year duration. The Salem Design Section concedes that the project could run from June 1975 through mid 1977. I am assuming that there would be at least two work areas simultaneously. A work area is a minimum of 2,500 ft. with a transition area of 1,900 ft. for a total illuminated length of 4,400 ft. per work area. With a spacing of 190 ft. between units, each work area would require at least 23 portable lights.

The subject project presently includes approximately $300,000.00 to provide safety improvements such as breakaway poles, new transformer bases and new wiring from Spring Garden Road to North Tigard Interchange. This is included in the $900,000.00 which it would cost to upgrade the entire subject section to present standards.

In summary, the rental cost of $552,000.00 for portable units or nearly $500,000.00 for temporary wood poles and luminaires added to the already committed $300,000.00 would permanently upgrade the entire section to present standards. Permanent upgrading would also eliminate the hazard and time involved to move the portable units through traffic.

The attached sheet contains information and calculations you may find helpful.

DB/lms
Attachment

REGION I

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MISCELLANEOUS CALCULATIONS AND INFORMATION

Estimated Cost of Portable Lighting for Two Work Areas for Two Years

Rental Cost of Unit		Number of Units		Duration		Total Cost
$500.00/month	x	46	x	24/months	=	$552,000.00

As a comparison, a new portable power plant costs $5,480

New Purchase Price		Number of Units		Total Cost
$5,400	x	46	=	$248,400.00

Current estimate to install temporary wood poles and luminaires throughout the subject section is near $500,000.00

Current estimate to upgrade entire section to present lighting standards is approximately $900,000.00

9236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

March 31, 1975

FROM: EDWARD L. HARDT
Regional Engineer

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: W. Marquam-N. Tigard Interchange
Pacific Highway
Portland Cement Concrete for
Pavement Patching

1 Versteeg
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
Trout

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APR 1 1975
ROAD DESIGN SECTION

Requires Study
Prepare Agreement
Review Report
Recommend Action
Letter to
Other

In response to your letter of March 25 and A. D. Olson's of March 26 regarding the subject I did a little research of the State of Michigan's specification for fast setting concrete pavement patching using calcium chloride ~~lime~~ and a nine sack mix. I spoke with a salesman from Pacific Building Materials, Chuck Lane of Northest Testing Laboratory, some of our maintenance people who have had experience repairing the broken slabs on the Baldock and with Don Wickum who is the State of Michigan, Department of State Highways concrete specialist. Listed below is the information that I have been able to gather.

1. Chuck Lane claims to have considerable experience with Portland cement concrete with calcium chloride added. He is in favor of its use for fast setting concrete. He does not recommend much above 2% calcium chloride and he said that above 3% or 4% the fast setting results are unpredictable. He suggested that we steam cure the patches on the Baldock project in order to assure ourselves of the required strength in the restricted amount of time that will be available. He is anticipating the time when the temperature will be in the 40's and without steam cure we might not be able to guarantee the required strength at the proper time. He was not willing to quote any specific strength of concrete at any given time with any given amount of calcium chloride and cement content because he said there are so many variables that there is no way to predict quick set characteristics of the mix without actual testing. He didn't believe the steam curing requirement would be terribly expensive - he envisioned some portable steam generators with canvas tarps over the patches.

2. My discussion with MSHD's Don Wickum indicated they have used the fast setting specification for several years and are quite happy with it. I asked where the 300 PSI flexural strength requirement came from and he said that their laboratory came up with that requirement and he wasn't sure what the background was. I asked if they had had any problems coming up with the required 300 PSI in the curing time available to them. His

response was that was why the requirement was in their spec for insulation blankets when the air temperature is below 65°. He said as long as the patch was insulated that they had found no problems getting the required strength in five to seven hours. They sometimes went as high as 3% calcium chloride but normally stayed at 2%. In the summertime with warm temperatures they would go below 2%. He did caution that the fresh concrete sets up in about 20 minutes after the calcium chloride is added so the workmen must be prepared to do the finishing accordingly.

For flexure strength control they cast beams at the site and have the capability of making the beam test at the site. They work a correlation between the beam strength and swiss hammer readings so that they do not cast a beam for each patch. They have not had any problem with shrinkage even with the nine sack mix, although their patches are no larger than 12'x12'. They are very careful when they do their removal work not to disturb the subgrade. They drill holes in the slab ahead of time, then at the time of patching they insert bolts in the damaged pavement, lift it off the subgrade being careful not to disturb the base rock and replace the fractured pavement with the fast setting patch. This, of course, differs from our operation where we anticipate having a less-than-the-best subgrade condition. The reason they are particular about not disturbing the subgrade is that they are concerned about differential settlement.

3. I talked with several of our maintenance people who have been involved in repairs of the broken pavement at the Baldock. This is work that was done northbound in the area of Breeze Hill and southbound in the area between 26th Avenue and Capitol Highway. Under the fractured pavement slabs they have found wet, degraded baserock material. One report was that they went down three feet and found nothing but wet material. Their normal operation was to strip off the broken pavement and replace that with a layer of cement treated base and a top lift of AC. Due to the time restrictions of working in traffic (this was a day shift operation) they did not have time enough to go into the subgrade.

4. My conversation with Pacific Building Materials concrete salesman Herb Brenheuser, indicated that with a five or six sack mix with 1% calcium chloride, they have not experienced the rapid set that the Michigan man mentioned. PBM has not had experience with a nine sack mix with 2% or 3% calcium chloride, however. The additional cost of a nine sack, 2% calcium chloride mix as compared to a standard six sack mix would be about $11.00 per cubic yard.

Based on the above investigation I have come to the following conclusions:

1. If the Michigan spec is followed with respect to concrete temperature and insulating blankets the steam-cured patch as recommended by Northwest Testing Lab probably would not be required. The State of Michigan has not found it to be necessary at least.

2. I am concerned about what we are going to put this patch on. If the subgrade drainage is installed before the patching operation we may have given the subgrade an opportunity to drain and thereby have a solid base to put the patch on. If not, and perhaps even if we have installed the subgrade drainage we may be faced with an unsuitable foundation for the patch material. One possible solution might be to excavate through the degraded base rock to the native material and treat that with lime. I am not sure that idea has merit - I will have to defer to the lime treatment specialists. Perhaps the depth of the patch should be left variable in order to allow us a little leeway to excavate unsuitable material. Along this line perhaps we should specify a variable amount of base rock in case of over-excavation in order to cut down the volume of concrete that we would be buying.

3. I would like to see us avoid the State of Michigan's approach where they cast beams and test them for flexure on the job site. I would think that we would want to do some testing of the mix with various amounts of calcium chloride added so that we could hopefully predict the strength and not be dependent on the test on the job site. I think this point needs some further thinking and discussion with our laboratory people.

I realize that I may have raised more questions than I have answered by this investigation, but at least I want you to know that I am interested in the project. If you have any questions you have my phone number.

ELH/b
cc C. T. Keasey
John Jenkins
R. N. Bothman

8336

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)301
West Marquam-North Tigard Section
Pacific Highway

DATE: March 27, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

On December 21, 1973, Mr. Hunter requested FHWA approval to construct a 6-inch overlay on this segment of I-5. The request included a comprehensive evaluation report outlining the existing conditions and setting forth the support data.

The proposal has been reviewed by our Washington, D. C. and Regional offices as a special case and has received general support regarding Interstate funding. The matter of overlay thickness has been the subject of several discussions with your staff. It has been agreed that a 4-inch depth is considered minimum to control reflective cracking. Since the northerly section is in its early stages of failure and has the concrete median barrier as a further control, a 4-inch overlay with proper undersealing and repair to existing pavement would be sufficient. The southerly portion is in an advanced stage of failure, especially the outside lanes, and additional structure seems warranted. The transition point from 4 to 6 inches as proposed by the Pavement Design Section would be at Station 280 where the concrete barrier ends. It is suggested that another logical transition point would be at Station 291 near the south end of the 26th Avenue structure. The observed pavement condition between 280 and 291 is basically the same as that north of 280. A transition in depth is necessary for the bridge crossing in any case.

Federal Interstate funding for a 4-inch overlay from Station 123 to 291 and a 6-inch overlay from 291 to 387 is approved. This approval also applies to subgrade drainage correction and the application of a 1-inch Class "E" friction course. Safety work

RECEIVED
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
cc Rubin
Wolfe
Vorsburg
3-31-75

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including a concrete median barrier will be included between Stations 280 and 387. Incidental work such as raising the base supports for impact attenuators, curb and guardrail adjustments, etc. are eligible for Interstate funding throughout. Any modification to existing concrete barriers or walls, undersealing, and patching of existing concrete pavement to restore cross section will not be eligible for Interstate funding. These items can be financed with Federal-aid Primary funds.

for G. L. Green

8236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 16237

March 27, 1975
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT:

TO: Mr. Gordon Ballard
Supervising Design Engineer

N. Tigard-Marquam Br.
Illumination

NOTED
E. S. HUNTER

The Traffic Section has been unable to justify upgrading of the highway illumination for the subject project (See L. E. George's letter of 3/25/75).

In view of this and my discussion with the Road Design Section, illumination revision work should consist of the following:

1. Marquam-Spring Garden Ave. No work required.

2. Spring Garden Ave.-N. Tigard Intch.

   A. Move existing poles, arms, luminaire, etc., back only where an additional lane is being added (truck climbing lane at N. Tigard Int. and acceleration lane at Capitol Highway). Move these poles to 4 feet behind new curb. If retaining walls are required in these areas mount poles on top of wall.

   B. Do not add lighting.

   C. Add frangible bases where existing poles are not protected by guardrail (no new guardrail will be added).

   D. Call for replacement of buried electric cable in-kind where poles are not being moved. This is necessary because curb and rail are being moved back two feet which will destroy existing cables. There is sufficient room to move curb and rail without moving poles.

   E. Use existing plans where possible similar to Pacific Highway E.-Columbia Blvd. job.

Temporary lighting will be portable type to be furnished by the contractor. It will be moved from location to location as the paving work progresses.

RWE/ag
cc E. S. Hunter
R. N. Bothman
J. H. Versteeg
L. E. George
L. L. Wallace
D. Stodenmeyer

RECEIVED
MAR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

Salem, Oregon
March 26, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

E. L. Hardt
Region 1 Engineer

Temporary Illumination
Safety Overlay Project
I-5

It has been suggested that no additional illumination, either temporary or permanent, should be planned for the Marquam Bridge-North Tigard Interchange Safety Overlay Project. This would mean night paving work with contract furnished lighting. Please review this suggestion for discussion at the April 3 meeting.

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Eriksen Watson
Heger Wolfe
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BY FINAL DESIGN ENGINEER

JHV:jh
cc: C. T. Keasey

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I-5

Salem, Oregon
March 26, 1975

A. D. Olson
Preliminary Design Engineer

E. L. Hardt
Region I Engineer

R. N. Bothman
Metropolitan Engineer

W. Marquam Int.-N. Tigard Int.
Pacific Highway
Multnomah County

Preliminary plans for the I-5 overlay indicated where panels are to be removed that four inches of aggregate base and 16 inches of AC would be used to replace the broken slabs. Drain pipe is to be installed all the way around these bad spots in order to pick up the water which caused the problems.

Further discussion in regard to quick setting concrete which could be used in lieu of AC uncovered the attached data from Michigan. Based on this we have tentatively revised the section to use a single lift of 12 inches of PCC in lieu of the 20 inches of gravel and AC. We hope that this will give a better facility at only a small additional cost.

The two sections are attached, along with data on the quick setting concrete. Your review would be appreciated.

ADO:we
Enclosure

Versteeg /
A. Olson
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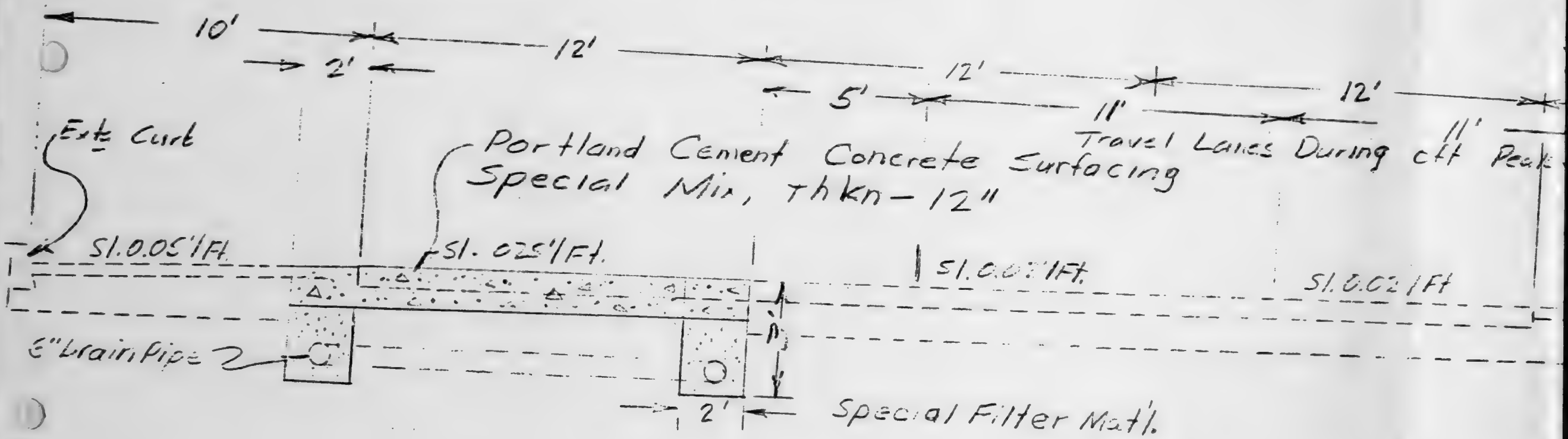
Note:
Excavation shown Hatched



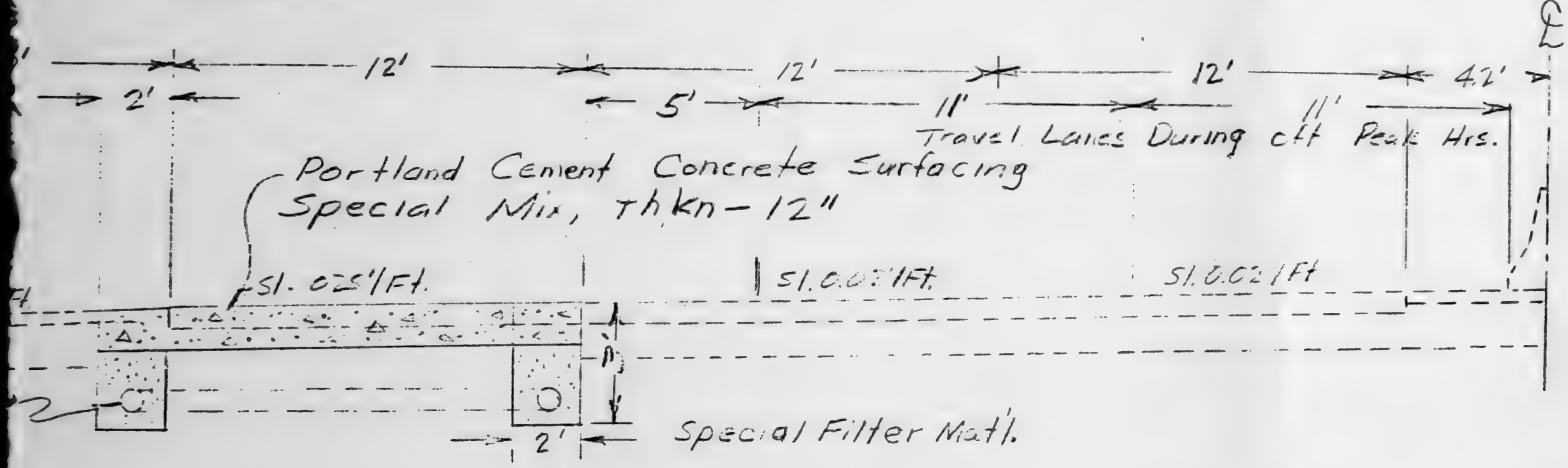
SECTION A-A

CONC. PAVEMENT REMOVAL & REPLACEMENT DETAIL

(For Location See Plans)

As Proposed

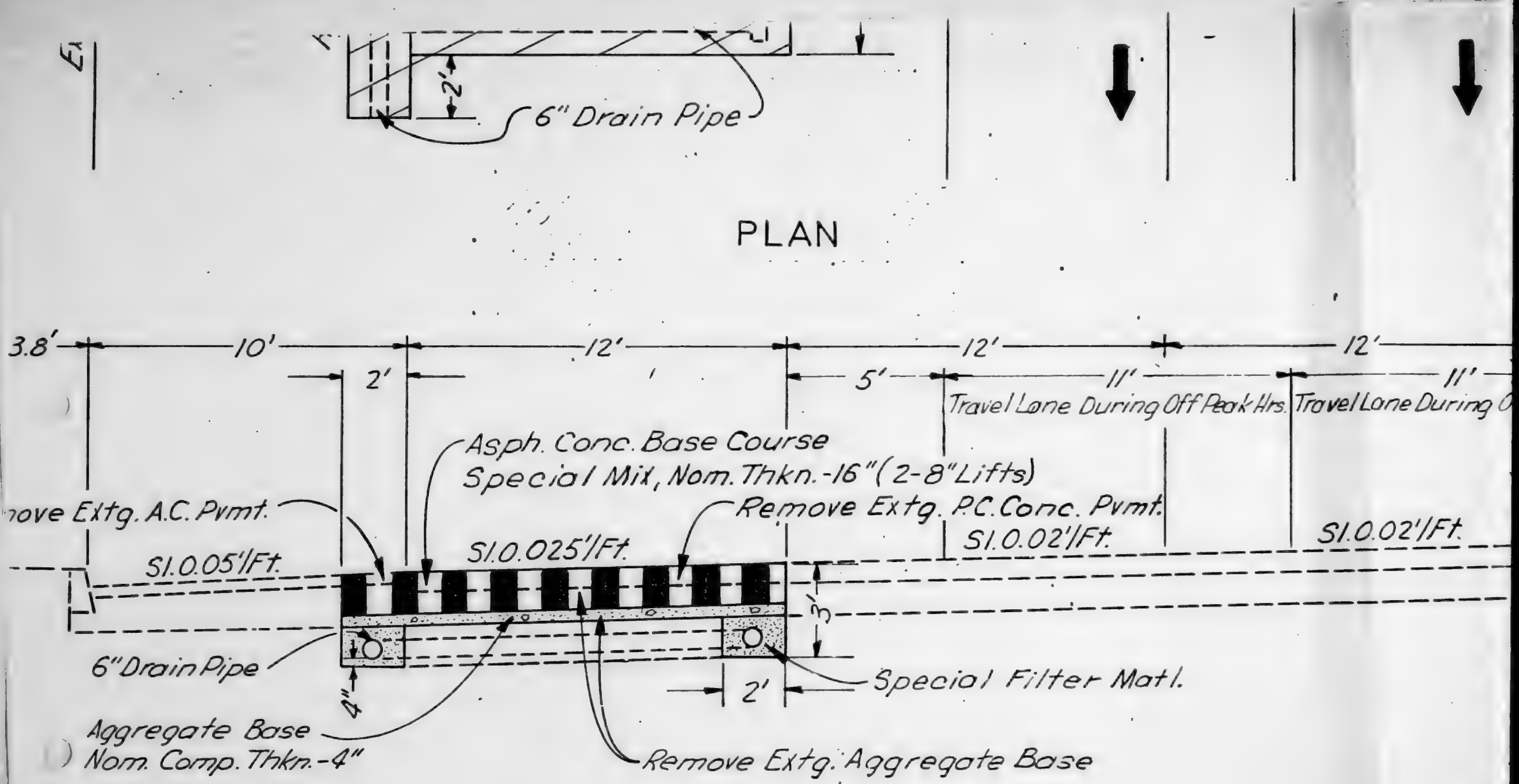
Note:
Excavation shown Hatched



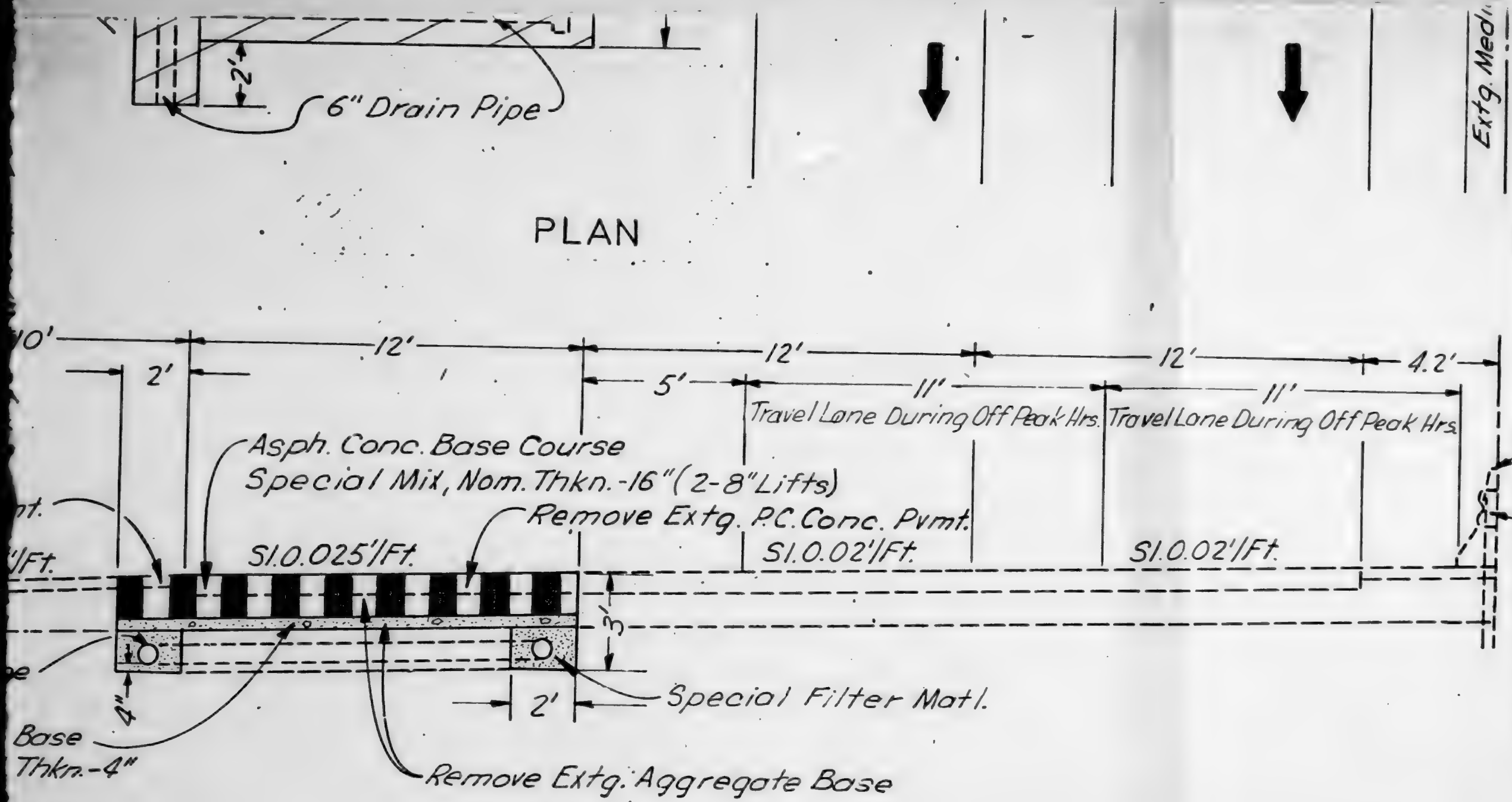
SECTION A-A

NC. PAVEMENT REMOVAL & REPLACEMENT DETAIL
(For Location See Plans)

As Proposed



As Shown on Preliminary Plans



ONC. PAVEMENT REMOVAL & REPLACEMENT DETAIL

For Location. See Plans

As Shown on Preliminary Plans

APPENDIX E

MICHIGAN SPECIAL PROVISION FOR CONCRETE PAVEMENT PATCHING

STATE OF MICHIGAN
DEPARTMENT OF STATE HIGHWAYS

SPECIAL PROVISION

CONCRETE PAVEMENT PATCHING
(FAST SETTING)

Description:

This special provision covers the mixing, placing, and curing of a special 9.0 sack fast-setting concrete with or without calcium chloride to be used for cast-in-place repairs of pavements to be opened to traffic when a flexural strength of 300 psi. is attained. The 9.0 sack concrete without calcium chloride is to be used only in areas designated by the Engineer which can be closed to traffic overnight. Seasonal limitations shall not apply except that air temperatures shall be not less than 25 degrees and the subgrade shall not be frozen.

This work shall be performed in accordance with the 1970 Standard Specification unless otherwise provided herein.

Materials:

All materials shall meet the requirements of the Standard Specifications except as provided herein. When chloride is to be added the concrete shall be transported in a transit mix truck.

	Pounds Per Cubic Yard
*Air entrained cement, Type IA	846
Water (including moisture in aggregate)	315 (approx.)
**Fine Aggregate (2NS sand)	1017 dry weight
**Coarse Aggregate (6A)	1656 dry weight
Calcium Chloride (flake, 77%)	See table below

(*) If not available use Type I cement and add air entraining agent so that air content is between 5 to 8%.

(**) The aggregate weights are based on specific gravity of 2.65 and shall be adjusted by the Engineer if materials used differ from this value.

Recommended Chloride Addition Rate

Ambient Temperature	Calcium Chloride per Cubic Yard of Mix
Less than 45° F	36 lbs.
45 to 65° F	27 lbs.
Above 65° F	18 lbs.

Table 1

Approximate Time to Attain Required Strength
(For Information Only)

Calcium Chloride added per cu. yd of Concrete Mix	Approx. time to attain 300 psi flexure strength
36 lbs	4 to 7 hrs
26 lbs	5 to 8 hrs
18 lbs	6 to 12 hrs
9 lbs	10 to 14 hrs
0 lbs	14 to 18 hrs

The above time values are for an air temperature of 65° F. The initial set of a mix containing 36 lbs of calcium chloride with a slump of 3 to 4 in. and poured in 72° F temperature will occur approximately 15 to 20 minutes after addition of the calcium chloride.

Mixing:

The basic 9.0 sack concrete mix shall be completely mixed except for chloride addition upon arrival at patch location. When air temperature is less than 45° F the concrete temperature shall be not less than 60° F.

The flake chloride shall be lump free and after addition of the calcium chloride the mixer will be given 20 revolutions at mixing speed before concrete is placed. Water may be added at the job site, slump shall not exceed 4 inches.

Concrete Placement:

Removal of the distressed concrete, placement and compaction of the subbase, where required, and form setting shall be completed prior to the arrival of the concrete. Each repair shall be poured in one continuous operation. The concrete shall be consolidated in place by use of an immersion type vibrator and the surface shall be finished by screeding, floating and brooming. The placement operations shall be scheduled in such manner that each repair is completed 20 minutes after addition of the calcium chloride.

Test beams shall be cast as directed by the Engineer to determine the Modulus of Rupture. When the beam tests indicate that a modulus of rupture of 300 psi has been attained, the Contractor will be permitted to open the concrete pavement patch to traffic.

If the beam tests indicate that a modulus of rupture of 300 psi cannot be attained under the prescribed temperature and calcium chloride addition rate, adjustment in the amount of calcium chloride added to each cubic yard shall be made to attain the required strength for the next day's repairs within the allowed lane closure time.

Curing:

When air temperature is below 65° F, insulation blankets 2-in. thick shall be placed over the new concrete as soon as it can be supported without damage to the surface. The test beams shall receive the same curing as the patch and curing blankets may be removed as soon as 300 psi strength is attained.

Method of Measurement:

Method of measurement shall be as specified in Section 3.06.08 of the Standard Specifications except calcium chloride and insulated blankets shall be incidental to the item of Concrete Pavement Patching.

Basis of Payment:

Basis of payment shall be as described in Section 3.06.09 except the cost of calcium chloride and insulated blankets shall be included in the unit price of Concrete Pavement Patching.

8236

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 25, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: W. Marquam-N. Tigard Int.
Pacific Highway
Multnomah County

It has been determined that we will use P.C.C. for patching and the new climbing lane to bring the subject project up to present grade over which will be placed the various depths of asphaltic concrete. In order to get a 6 to 12 hour curing time so that traffic can use the P.C.C. during peak periods we propose to use the attached mix which is contained in Highway Research Program 25 entitled "Reconditioning High Volume Freeways in Urban Areas".

Will all receiving this data please review and advise if this is acceptable.

1 Versteeg ✓
2 A. Olson
3 Terpin
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Attachment
cc: C. T. Keasey, w/encl.
Clifford Christianson, FHWA, w/encl.
R. N. Bothman, w/ encl.
E. L. Hardt, w/encl.
John Jenkins, w/encl.

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MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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I5

Salem, Oregon
March 24, 1975

J. H. Versteeg
Road Design Engineer

Don Adams
Region I Construction Engineer

Joint Pumping
Marquam Br.-N. Tigard Int.
Pacific Highway
Multnomah County

From your letter of March 14 in response to my letter of March 5th there appears to be a misunderstanding on the subject.

It was our intention to pump the joints that could be pumped and treat the others as you have stated. I believe we agree on what to do but have said it in two different ways.

DNS:we
cc: R. N. Bothman

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FORM M-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 14, 1975

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: Marquam Bridge-N. Tigard Interchange
Pacific Highway
Multnomah County
Prefix 626-1973

Your letter of March 5 advises that you will proceed with plans on the subject project to correct the failing concrete joints on the basis of pumping all joints and replacing broken sections on an individual basis.

The joints selected for removal and replacement were chosen because they were weak in broken up areas. They are, for the most part, broken so much that we doubt if pumping would stabilize them. We suggest that these lanes could be stabilized one at a time after the slabs are pumped and perforated pipe could be installed at that time.

DRA/b
cc: R. N. Bothman

1 Vertrieg
1 Olson
2 Tuttle
Scott
Svenson
R. Olson
Trout

RECEIVED
MAR 17 1975
ROAD DESIGN SECTION

Other

8236

I-5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

March 20, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Curb Replacement
Marquam Br.-N. Tigard Sec.
Pacific Highway I-5

It is the recommendation of Region 1 that the existing curbs on this section of I-5 be replaced to control drainage and to provide adequate curb height for future overlays. Contract plans will be developed with this in mind.

JHV:jh
cc: Don Adams
A. D. Olson

RECEIVED
ROAD DESIGN SECTION

8236

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)293
Marquam Bridge-North Tigard Interchange
Pacific Highway

DATE: March 17, 1975

In reply refer to: 1041 DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of March 6, 1975, Mr. Versteeg requested approval to replace the permanent illumination on Marquam Bridge-Spring Garden Section with Interstate funds. The Spring Garden-North Tigard Interchange illumination has had prior verbal approval and that approval is hereby confirmed.

Since the Marquam Bridge-Spring Garden illumination was previously adjusted under a safety project, with Interstate funds, supporting cost estimates were considered necessary. Based on the estimated cost differential between temporary and upgraded permanent lighting, the full cost of installing new illumination with Interstate funds cannot be justified. Interstate participation is approved for that portion of the cost equal to the temporary lights ($275,300) and Federal-aid Primary funds can be used for the remaining cost. Serious consideration should be given to the potential energy savings that could result from an upgraded system with High Pressure Sodium units.

The 2-ft. curb setback, mentioned in the last paragraph of Mr. Versteeg's letter, has been reviewed with the design staff. Due to the intermittent nature of the added width, there seems to be little advantage from a traffic-handling standpoint; however, there is an apparent advantage in the construction of new curbs at the setback location. It may also be possible to use the existing curbs if sufficient height is available to handle drainage after the overlay has been placed. The method that accomplishes its purpose with the least disruption to traffic would be preferred.

RECEIVED
HIGHWAY ENGR
MAR 18'75
REFER TO
FOR
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STATE HIGHWAY ENGR
MAR 18'75
REFER TO
G. L. Green
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
MAR 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-20-75
Walt - Hal
No funding money available - we would like to stay within $ available
I agree
Ed

8236

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 13, 1975

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Marquam Bridge-N. Tigard Int.
Pacific Highway
Multnomah County

TO: MEMORANDUM TO THE FILES

A meeting on the subject section was held March 12th in the Preliminary Design drafting room with the following persons present:

E. J. Valach	FHWA
Clifford Christianson	FHWA
Wallace N. Bryant	FHWA
J. H. Versteeg	OSHD
D. N. Stoudenmeyer	OSHD
Bud Mann	OSHD
Ollie Sacre	OSHD
Tom Edwards	OSHD

The following points were discussed and will be checked into:

1. A PGE anchor along the southbound lanes about Station 240 should be moved.

2. If the present illumination wiring on the north section will have to be replaced due to curb construction this cost can help offset the cost of permanent lighting.

3. The slide near the Iowa structure will be looked into.

4. The section from Spring Garden south will have holes drilled to see what water problems exist.

5. A plan will be prepared showing where the 12 foot shoulders can be obtained to see if it will provide any usable stretches for detours.

DNS:we
cc: W. J. Hart
E. L. Hardt
Ollie Sacre
E. J. Valach, FHWA

1 Versteeg
2 R. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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MAR 12 1975
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3-12 75

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Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

~~Estimate~~ Non-Interstate Items
Marquam Bridge Approach
Pacific Hwy. (99)

5-12-75

ITEM			Unit	Net	Unit Price	A.C. Amount	P.C.C. Amount
Removal of Pavement			Sq. Yd.	4884	$4.00	~~$19,536~~	~~$19,536~~
Cold Hydrocarbon Cl.			Cu. Yd.	540	$8.00	4,320	—
"	"	"	" "	1620	"	—	12,960
Drilling Holes & Grouting			Ea.			~~$8,000~~	~~$8,000~~
Class "B" Asph. Conc. Mix			Ton	4416	$7.50	33,120	—
Asphaltic Mix			Ton	2871	$8.50	24,395	—
P.C.C. Pavement (8" Concrete 2 Layers)			Sq. Yd.	1633	$30.00	—	48,990
Footing Conc. (Hand Placed)			Cu. Yd.	3251	$9.00	—	29,259
						~~$101,371~~	~~$117,785~~
						61,935	350,535
						42,949	277,200
					FHWA 78.19%	150,776	355,120
					FAU { State 21.81%	35,175	78,250
						13,436	77,285
					~~Fed. Aid~~	~~150,776~~	~~355,120~~
					FAI { State	19	78,250
						72,710	77,285

For Estimate P.C.C. Pavement
Add on I-5 Off Ramp
Add $13,500.

Use state for PCC alternate
Total $77,000

Use P.C.C.
3-20-75
JBN

DEPT. OF TRANSPORTATION
SALEM, OREGON

8236

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FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

March 12, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Marquam Bridge-North Tigard Int.
Pacific Highway
Multnomah County

TO: E. S. Hunter
Assistant State Highway Engineer

We have been asked to justify the proposed permanent high type lighting on the subject project.

First of all this lighting will be used during construction rather than any temporary lighting and it will permit us to move the curbs back two feet providing a 12' shoulder. This will be of value as a traffic lane during construction. From a safety standpoint the proposed lighting will provide fewer objects to hit. The Bridge Section informs us that the proposed high type lighting uses about 60% less energy while providing increased visibility. They also state that presently there is only a three month delay on pole orders.

We recommend the permanent high type lighting be included in the project.

OK 3-13-75
EdH

DNS:jh
cc: W. J. Hart

3-14-75
ORIGINAL TO
Hal Versteeg

RECEIVED
MAR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 7, 1975

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Overlay Project
Marquam Br.-N. Tigard Section
Pacific Highway

TO: E. L. Hardt
Region I Engineer

The Planning Section has informed us that during construction of this project it will be necessary to work only during the night and early morning hours, keeping two lanes open in each direction. Three lanes each way must be operating at all other times.

Using this basis we do not feel there will be any great problem of traffic handling. We expect to move the curbs back two feet so that the shoulders can operate as the third lanes in emergencies. When the overlay paving is started we will require the contractor to finish a section full width within each workday.

This plan seems sound, however, we will be glad to discuss the matter if you feel so inclined.

DNS:we
CC: E. S. Hunter
H. S. Coulter
C. T. Keasey
W. J. Hart
R. N. Bothman
W. W. Geibel

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

I-5

March 6, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Marquam Br.-N. Tigard Int.
Pacific Highway
Multnomah County

Dear Mr. Green:

Estimates have been prepared for temporary and permanent lighting of the Marquam Br.-Spring Garden Section overlay project. Temporary construction lighting will amount to $275,300, whereas permanent lighting which can be used also during construction will be twice that amount.

Considering the waste of temporary lighting plus the higher illumination gained from the permanent lighting, we feel the permanent lighting should be utilized even though the cost is higher.

This section of highway should have higher intensity lighting permanently for safety reasons.

A breakdown of the two estimates is attached and your approval to include this in the project with Interstate funding is requested.

We will assume that approval of this request will automatically carry approval of a two foot curb set back providing twelve foot shoulders which will be needed for traffic handling during construction.

Very truly yours,

J. H. Versteeg
Road Design Engineer

DNS:we
Attachment
cc: W. J. Hart

Versteeg
A. Olson
Terpin
Scott
Swenson
T. Olson
Trout

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MAR 10 1975
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Form 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 5, 1975

FILE: ~~LOC 17~~

NOTED
H. S. COULTER

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: OVERLAY PROJECT
MARQUAM BRIDGE-N. TIGARD SECTION
PACIFIC HIGHWAY, I-5

TO: MEMO TO THE FILE

It has been agreed jointly between Metro and Region 1 that the Metro Section will handle construction of the subject project. Leading to this decision, three alternatives were considered: (1) Region 1 would handle the project, (2) Region 1 would handle the project with a resident engineer to be transferred from Metro, or (3) Metro would handle the project with its own resident engineer. Alternative 1 was discarded due to the projected work load in Region 1 and it was agreed that alternative 3 is preferable to alternative 2. Metro's present thinking is to assign Bud Heinz to the project.

Rob Cameron, Region 1 Locating Engineer, has done the field work for the project to date. He will continue to do whatever location field work is necessary.

I had intended at about this stage to propose to Mr. Versteeg that we establish a team consisting of his design people, our locating engineer and proposed resident engineer, and the Region staff to develop the best methods for handling traffic on this project. My concern is that due to the accelerated pace of assembling the project, that traffic handling details may not get the attention that they deserve, leaving the Region and resident with a difficult job of caring for traffic during construction. I had on my mind discussing things like helicopter surveillance of traffic during the critical stages, consideration of hiring busses to provide a free park and ride system for commuters during the peak periods in order to relieve the traffic load (this idea will only work if a method is found to get the busses back and forth to downtown Portland with minimal delays). It is also necessary to think about advance publicity and methods of warning the commuters as to the delays they may encounter. I would recommend to Metro the report by the National Cooperative Highway Research Program Synthesis of Highway Practice No. 25 entitled Reconditioning High-Volume Freeways in Urban Areas. This gives some ideas about handling projects similar to the one under discussion.

The purpose of this memo is to (1) document the change of job responsibilities, and (2) pass on to Metro some of my thoughts about the project. I would suggest that Metro keep our District Engineer, Bill Geibel, closely informed as to the status of the work with respect to traffic operations, and I know Bill will do everything within his power to help traffic handling in whatever way he can.

RECEIVED
MAR 6 1975

ELH/cr
cc E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
W. J. Hart
R. N. Bothman
W. W. Geibel

8236

I5

Salem, Oregon
March 5, 1975

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region I Engineer

Marquam Br.-N. Tigard Int.
Pacific Highway
Multnomah County

The subject project as submitted by Rob Cameron showed the removal and replacement of several joints over one, two and three travel lanes. It is our opinion that this will be difficult to construct and may not make any more substantial base than to simply pump all the joints and replace weak areas on an individual spot basis.

Due to the time involved for completion of plans we are going on the basis of pumping all joints and replacing broken sections on an individual basis.

DNS:we
cc: Ollie Sacre

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Traut

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 4, 1975

FROM: W. W. Reed
Senior Designer

SUBJECT: West Marquam Int.-North Tigard Int.
Use of Fiber Reinforced Concrete
for Overlay

TO: J. H. Versteeg
Road Design Engineer

E. S. HOWE

Inquiry into the market availability of the steel fibers necessary to reinforce a 4-inch P.C. concrete overlay of the subject project has been completed. An estimated 4 to 5,000 tons of fiber would have been required, depending on the design fiber content selected. This is considerably in excess of present production capabilities nationally on so short a notice.

Mr. Jack Wishart, U. S. Steel Corporation, Pittsburgh, PA., advises that his company would need a six-month lead time for the tonnage indicated. Further they would wish for a firm order commitment as their production capacity, even then, would have to be expanded with additional equipment.

Mr. Joe Wooldridge of the National Standard Company of Niles, Mich., the nation's second largest supplier, to whom U. S. Steel referred, advised they also would be unable to provide the needed quantity within the coming construction season. In a subsequent phone conversation with Mr. Wooldridge it was learned the two companies held consultation and concluded they could not provide the fiber even in joint concert until next year.

Anticipating you may have a continuing interest in employing the fiber concrete on some future and less demanding project, a file of the pertinent related data is being made. In addition it has been learned that the fiber is now obtainable in 450 lb. drums and could be requested in one ton containers. Further, U. S. Steel is perfecting a controlled batch charging system which resolves the balling problem with the fibers in mixing. They presently anticipate making the patented systems and equipment available to their customers for freight costs only. It is their contention that with proper personnel indoctrination, plant setup and a trial plant run production of the fiber concrete would be negligibly less efficient than the conventional type.

WWR:jh

RECEIVED
MAR 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

I5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 24, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Overlay
Marquam Bridge-North Tigard
Pacific Highway I-5

The Design Committee on this safety overlay project has agreed to the following things:

1. FHWA agrees that two lines of perforated pipe at the edge of the PCC pavement is needed on the southerly portion of the project. The northerly end of the project will require perforated drains in approximately 50% of its length.

2. A 4" AC overlay plus a 1" open graded seal is approved for this project. Depths greater than this must be justified.

3. We are proposing to move the curb out an additional 2' where possible to ease the handling of traffic during paving operations.

4. FHWA agrees to the construction of a truck climbing lane at the south end of the projects Stations 350 Northbound to 390 Northbound if we can stay within the existing right of way.

5. Portland concrete should be used for replacing damaged slabs if traffic can be handled during the curing period. Question of type of funding for the slab replacement is open for discussion.

6. We plan to use precast concrete median barrier on the balance of the project.

7. The two existing impact attenuators will have to be adjusted to accommodate the overlay.

8. Region 1 proposes a 1-1/2" of surfacing plus a seal over the existing structures. This will be cleared with the FHWA.

9. The glare screen height on the existing barrier is considered adequate after a 5" overlay by the Regional Traffic Engineer.

Olson
Trout
FEB 24 1975
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10. Undersealing to stabilize the concrete slabs with asphaltic concrete will be performed where necessary.

11. Minimum planned structural clearance will be 15'.

12. The existing cast in place median barrier provides for a 4" overlay. If we stay close to this 4" depth, the present concrete median barrier will be satisfactory.

13. Concrete shoulder barriers placed on the previous safety project will stay in place and no adjustment will be necessary.

14. Most of the drainage inlets will need to be adjusted or replaced depending on their location.

15. It will be necessary to do most, if not all, of the paving work at night. Adequate illumination is critical for the direction and protection of traffic during the night paving operation. Adequate illumination is critical to insure that the pavement overlay is properly constructed. It is in the public interest to upgrade the existing illumination to provide the necessary lighting requirements rather than putting in a temporary lighting system. With adequate lighting glare screen will not be required on this project.

Present were Ernest Valach, Wally Bryant, Hal Versteeg, Don Stoudenmeyer, Bud Mann, Ollie Sacre and Tom Edwards.

JHV:jh
cc: FHWA
W. J. Hart
Ed Hardt
Frank Terpin
Don Stoudenmeyer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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FEB 24 1975
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8236 W Marquam Intchge-N Tigard 1975
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(Grad, pav, barriers, signing, & Il)#1

P-36

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

File

DATE September 11, 1974

TO MEMORANDUM TO THE FILES

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT I-5 Overlay (PCC)
S.W. Sheridan-S.W. 55th Avenue
Pacific Highway (I-5)
Multnomah County

Reference is made to the September 4 memo by G. L. Rien on PCC overlay of 5.86 miles of I-5 in Portland. The estimated cost was $6,700,000 plus approximately $6,400,000 for development of a new reversible lane on Barbur Boulevard from N. Tigard Interchange to Harbor Drive. (Total cost $13,100,000) An AC overlay was previously estimated at 3-5 million dollars.

Note: CMI & Rex machines need only 2½' — per Wilson 9/12/74 a&p.

Problems posed by a PCC overlay include the following. Paving machines apparently require 4 foot minimum (5 foot desirable) lateral clearance. Only 3.1 foot clearance exists between the 20,000 feet of existing GM concrete barrier and the inside running lane. The median barrier could be moved or an 11 foot inside lane could be paved and added width patched on, either black or white. The joint would probably show and appear as the lane line under adverse conditions--but this should not be critical. On the outside, assuming a PCC shoulder, there are at least 20 places where retaining walls or structures would require paving less than full width and patching in the gap.

The proposal includes provision of an additional lane on Barbur Boulevard to be used as a reversible lane in the peak direction. Using PCC would require cutting I-5 to one lane at all times. This single lane on I-5 would handle approximately 1,200 vehicles per hour. Current northbound traffic at the North Tigard Interchange, north of the Barbur off-ramp, is 2,000 vehicles in the peak hour--800 of these would need to be diverted to Barbur and all of the on-ramps closed from this point north. At approximately Terwilliger Boulevard this would divert approximately 4,000 vehicles to Barbur or other facilities in the peak hour. The new lane on Barbur would add about 750 vehicles per hour capacity and with available excess capacity on Barbur approximately 1,000 of the 4,000 vehicles could be handled on Barbur at service level E, (unstable flow). The remaining 3,000 vehicles would require 4 new lanes in the peak direction (750 per lane, through lights) on other facilities, use of transit, car pools or??

In the northbound direction diversion of the excess traffic at the North Tigard Interchange would seem impossible. To reduce the southbound traffic coming from the Stadium Freeway and Marquam Bridge to 1,200 vehicles per hour would be even worse, particularly at the peak hour.

ADO:we

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 6, 1974

TO MEMORANDUM TO THE FILES

FROM G. L. Rien, Senior Designer

SUBJECT I-5 Overlay Proposal
S.W. Sheridan Street-S.W. 55th Avenue

This section is 5.86 miles in length. The cost would be approximately $6,700,000. Planning that the contractor could complete 2,200 feet of two lane PCC pavement or one lane and one 10 foot shoulder per day; the length of time and sequence of operations could be as follows:

1. Pave the two inside northbound lanes. Length of time, 14 days
2. Pave the two inside southbound lanes. Length of time, 14 days
3. Pave the third northbound lane and shoulder. Length of time, 14 days
4. Pave the third southbound lane and shoulder. Length of time, 14 days

At this time there would be a fourteen day wait until southbound traffic could use the third southbound lane and shoulder.

This would require 70 working days or approximately 80 calendar days. This is assuming that all other work could be coordinated and completed in conjunction with the paving operation. (See typical for staging.) Typical ramp treatment is shown on revised construction plan prints 6V-535, sheets 4 and 6.

Following is a list of pavement and median widths by stations and some of the obstacles.

1. Sta. 78+00 to Sta. 83+00. This section has a 16 foot median. The outside berm is a minimum of 3.8 so it would seem we would have no problems with a slip form paver in this section. This section has existing GM median barrier presumably four inches higher than normal.

2. Sta. 83+00 to Sta. 92+00. This section tapers from four to six lanes. The median tapers from 16 feet to 8.4 feet undercrossing the MSH line at Sta. 90+00. The outside clearance does not seem to be a problem. The GM type median barrier is in existence through this section four inches higher than normal.

3. Sta. 92+00 to Sta. 119+00. Six lane section with 8.4 foot median. No outside clearance problems. (3.1 median clearance)

4. Sta. 119+00 to Sta. 145+00. Six lane section with 13.4 foot median. Outside structure clearance problems for undercrossing of HM line (Hood-Macadam). Sta. 120 to Sta. 123+50 also possible outside structure clearance problems. Sta. 139, 3.1 median clearance.

5. Sta. 145 to Sta. 250. Six lane section with 8.4 foot median.

   a. Retaining wall clearance problem Sta. 149-150 left side.

   b. Retaining wall clearance problem Sta. 157-160 right side.

   c. Overcrossing structure. Sta. 170+00 to Sta. 177+80 no outside shoulders, 3.1 median clearance.

   d. Retaining wall clearance problems Sta. 179+50 to Sta. 182+50 3.1 median clearance.

   e. Retaining wall clearance problems Sta. 199+00 to Sta. 206+00, right side. 3.1 median clearance.

   f. Undercrossing structure Sta. 209+50 to Sta. 212+00 possible outside clearance problems. 3.1 median clearance.

   g. Undercrossing structure Sta. 230. 3.1 median clearance.

   h. Retaining wall clearance problems, right side. Sta. 234+50 to Sta. 237+50. 3.1 median.

6. Sta. 250 to Sta. 276. Six lane section. 13.4 median.

   a. Retaining wall clearance problems. Sta. 260-261 left side.

   b. Retaining wall clearance problems Sta. 264+50 to Sta. 268+50 left side.

   c. Retaining wall clearance problems Sta. 265-266, right side.

   d. Undercrossing structure 268+27 (19th Avenue)

   e. Undercrossing structure Sta. 274+50, outside clearance problems. 3.1 foot median clearance.

7. Station 276 to Station 338. Six lane section. 8.4 median. Overcrossing structure 290+30. Minimum or no shoulders 288+50 to 201+50. Starting at Sta. 276 the metal median barrier is still in place and would be removed. This would allow plenty of clearance.

+50. Six lane
Boulevard Struc
etaining walls
The median is
clearance could

387+50. Six la
r is in place an
it clearance prob

8. Sta. 338 to Sta. 347+50. Six lane section. 13.4 foot median. Sta. 343+03 (Barbur Boulevard Structure) This section has abutment walls and retaining walls and would have outside clearance problems. The median is metal and would be removed so the inside paver clearance could be handled.

9. Sta. 347+50 to Sta. 387+50. Six lane section. 8.4 foot median. Metal median barrier is in place and would be removed. There would be no apparent clearance problems.

GLR:we

N1

I-5 Main Line Sta. 78+00 to Sta. 387+50

	PCC			AC		
	Length	Width	Sq. Yds.	Median	Sq. Ft.	Ton
4 Lane Sta. 78-83	500'	68.0	3,778	16.0	3,000	
4-6 Lane Sta. 83-92	900'	80.0	8,000	12.0	10,800	
Sta. 92+00-Sta. 119+00	2,700'	92.0	27,600	8.4	22,680	
Sta. 119+00-Sta. 145+00	2,600'	92.0	26,578	13.4	34,840	
Sta. 145+00-Sta. 250+00	10,500'	92.0	107,333	8.4	88,200	
Sta. 250+00-Sta. 276+00	2,600'	92.0	26,578	13.4	34,840	
Sta. 276+00-Sta. 338+00	6,200'	92.0	63,378	8.4	52,080	
Sta. 338+00-Sta. 347+00	900'	92.0	9,200	13.4	12,060	
Sta. 347+00-Sta. 387+50	4,050'	92.0	41,400	8.4	34,020	
	30,950'		313,845		292,520	10,900

Type B-1 Curb = .030864 cu. yd. per lin. ft. @ $80 cu. yd.

30,950 x 2 x .030864 = 1910.5 cu. yd x 80 = $152,840.00

Sta. 78 - Sta. 275 BARRIER is 4" High

Sta. 275 - Sta. 387+50 Remove Met. Barrier Install GM Barrier

11,250 x (14.50 + 1.50) = $180,000

Specific Gravity 275 .00621

Used 6" AC Overlay in Median

P.C.C. 313,845 x 7.50 = $2,353,837.50

Remove Met. Barrier 1.50 Lin. Ft.

GM Barrier 14.50 Lin. Ft.

PRELIMINARY COST ESTIMATE

SECTION S.W SHERIDAN ST – S.W 55TH AVE

HIGHWAY I-5 COUNTY MULT. PREFIX 37-1437-907

LENGTH 5.86 DESIGNER BIEN DATE 9-4-74

TYPICAL SECTION

ROADWAY WIDTH 34, 46 & VARIABLE
NUMBER OF LANES 4 & 6
MEDIAN WIDTH 8.4 - 16.0
SHOULDER WIDTH 10.0
WALK OR BERM WIDTH 5.8'
CURBED ✓ UNCURBED

A.C. OR P.C.C. THICKNESS 6"
P.M.B.B. OR C.T.B. THICKNESS
STONE LEVEL THICKNESS
STONE BASE THICKNESS
L.T.S.G. THICKNESS

ITEM	COST
TEMPORARY PROTECTION & DIRECTION	$ 122,500 **
MOBILIZATION	205,000 **
BUILDING DEMOLITION	
EARTHWORK	
CONCRETE MEDIAN BARRIER	897,550 **
SURFACING	2,750,000 **
DRAINAGE Adjust	100,000.00
SIDEWALK OR BIKEWAY	
EXTRA WORK ITEMS	
MISC. ITEMS 153,000	
STRUCTURES Widening S.W SPRING GARDEN & MAIN BLVD 17,000	230,000 **
RETAINING WALLS	100,000 **
SIGNING	
ILLUMINATION Adjust	205,000 **
TRAFFIC SIGNALS	100,000 **
LANDSCAPING Retouch	100,000 **
SUB-TOTAL	$ 4,810,050 **
+ ENGR. & CONT.	$ 1,924,950 **
TOTAL	$ 6,735,000 **
RIGHT-OF-WAY	$
GRAND TOTAL	$

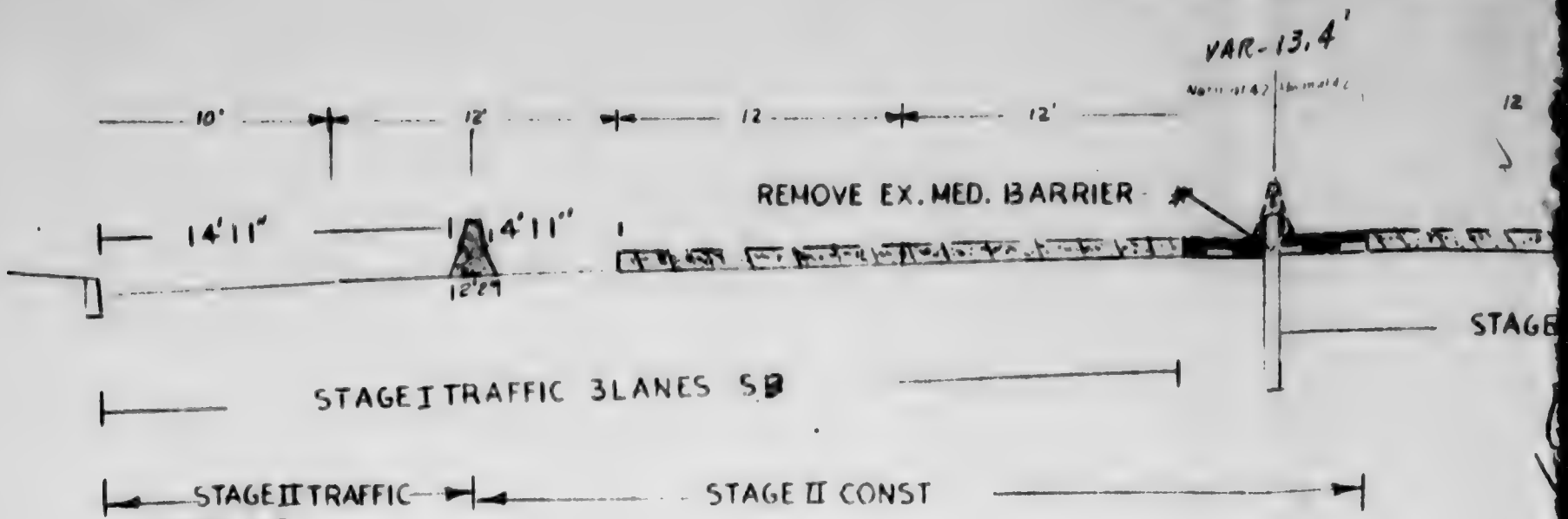
8-21-74

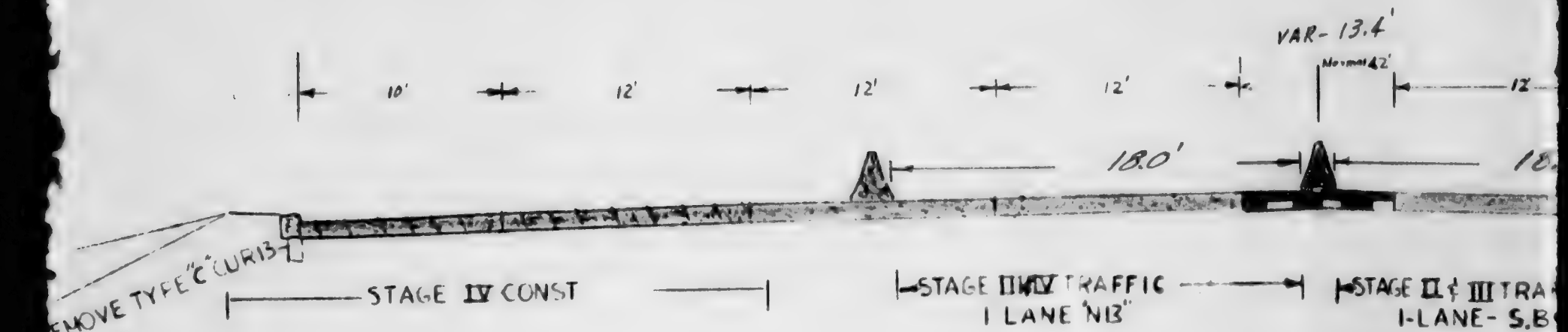
Add On Cost to Barbur Blvd.

	Pump	Sig.	Str.	Total
Sherida.. St. - Harbor Dr.	52,000	97,000	—	156,000
Harbor Dr. - Slavm Rd.	207,000	186,000	1,198,000	1,591,000
Slavm Rd. - [illegible]	127,000	354,000	3,215,000	3,708,000
Multn. Blvd. - Capitol Hwy.	122,000	234,000	315,000	671,000
Capitol Hwy. - N. Terwil. Int.	129,000	150,000	—	259,000
				$6,385,000

TYPICAL SECTI

I-5 OVERLAY PROPOS



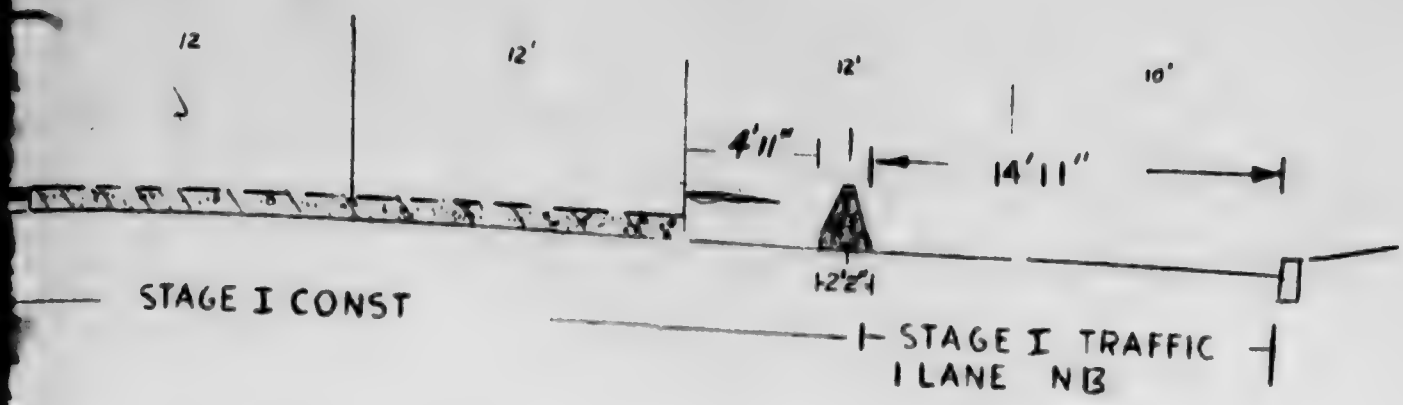


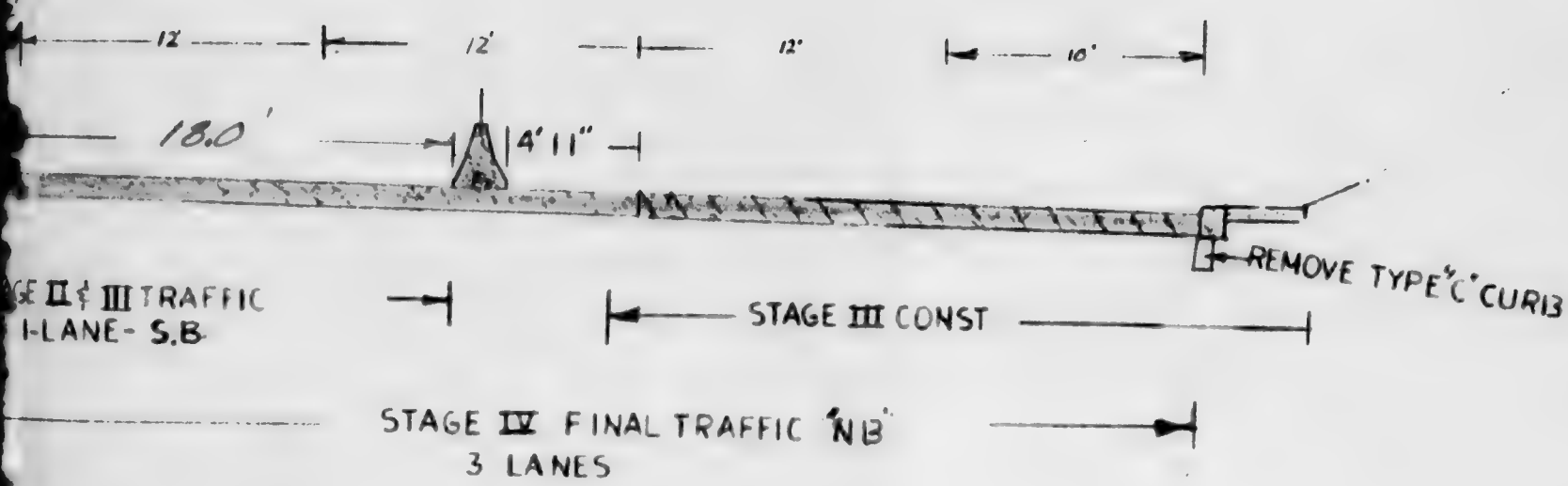
* EX METAL MEDIAN BARRIER
** EX 6M MEDIAN BARRIER

ST 78 — STA 83	4 LANES **
STA 83 - STA 92	TAPER 4-6 LANES
STA 92 - STA 275	6 LANES **
STA 275 - STA 387 50	6 LANES *

SECTIONS

Y PROPOSED





NES **
4-6 LANES **
NES **
ANES *

TEMP LOCATION

FINAL LOCATION

9-3-74

8236

I-5

Salem, Oregon

August 2, 1974

Ed L. Hardt, Region I Engineer

Frank E. Terpin, Final Design Engineer

Marquam Bridge-N. Tigard Interchange Section
Pacific Highway
Multnomah County

Enclosed is a copy of a letter requesting some information concerning the concrete median barrier on the subject project.

Perhaps I sent the letter to the wrong office because I have not yet received a reply.

I am turning to you for assistance in acquiring the desired information. Any efforts you can make in my behalf would be greatly appreciated.

FET:we
Enclosure
cc: R. N. Bothman, w/encl.
Dennis Peterson, w/encl.
W. W. Reed, w/encl.

1 Vertseg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 2 - 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Salem, Oregon

May 22, 1974

R. N. Bothman, Metropolitan Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Marquam Bridge-North Tigard Interchange Section
Pacific Highway
Multnomah County

Interstate funding has been approved for an overlay of the subject section by the FHWA.

There was recently built on a part of the section a concrete median barrier that was designed to accept a four inch thick overlay and provide the standard thirty-two inch height upon completion of the overlay.

It is anticipated that the overlay that has been approved will be approximately six inches thick. After the placement of the overlay the barrier height would be thirty inches or two inches less than standard.

Information has been received that a study of the number of hits on the barrier is being conducted. Perhaps a review of the accumulated data would reveal whether or not the two inch deficiency is critical.

Would you please look into the problem and make your comments on the subject.

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 23 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FET:we
cc: Ed L. Hardt
Dennis Peterson, Metro
W. W. Reed

8236

I5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 19, 1974

TO MEMO TO THE FILES

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT I-5 Resurfacing Project
Marquam Bridge-N. Tigard Interchange
Multnomah County

The Planning Section's analysis of the subject project dated July 2, 1974 has been studied and the following conclusions reached.

Since it will be necessary to have three lanes open on I-5 for the directional peak traffic in order to prevent an intollerable condition we would recommend that the "two lanes open to traffic" plan be adopted. This permits the longest construction period and provides the greatest traffic capacity.

With the selection of this alternate it appears to us that asphaltic concrete will be the mandatory surfacing as it will have to be driven on soon after the close of work periods.

DNS:we
cc: R. N. Bothman
E. L. Hardt

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: July 2, 1974

FROM: John Hanks
John Hanks
Project Analysis Supervisor

SUBJECT: I-5 Resurfacing Project
Marquam Bridge-North Tigard Section

1
2
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N

During the resurfacing construction of I-5, a reduction in the number of freeway lanes open to traffic will be necessary. Hourly traffic demands in the I-5-Barbur Boulevard Corridor were analyzed to determine the daily time periods when freeway lanes can be reduced and continue to retain a tolerable level of service.

Four graphs are attached showing directional hourly traffic demand and capacity. The location selected is north of Terwilliger Boulevard where I-5 reaches maximum traffic conditions. Capacity during resurfacing work will be lower than under normal conditions. Studies by California indicate the following capacities values for resurfacing projects. 1/

One lane open = 1,200 vph
Two lanes open = 2,600 vph (resurfacing in median or outside lanes)
Two lanes open = 2,200 vph (resurfacing in center lane)

The above values are general guidelines as capacity is also governed by alignment, grades, percent trucks, and the influence of ramps.

CLOSURE OF FREEWAY

Figures I and II illustrate this option. From a capacity standpoint, Barbur Boulevard can accommodate I-5 traffic during the period of 10:30 PM-6:30 AM southbound, and 9:00 PM-6:00 AM northbound. A total of eight hours southbound nine hours northbound. The balance of the day requires I-5 to be open to traffic.

I-5 through traffic will be required to take undesirable city street routings in detouring from Barbur Boulevard to I-5 and vice versa. Figure V shows potential alternate routings.

Approximately 1,400 heavy trucks during the detour period will route via Barbur Boulevard. An adverse noise impact may result since the diversion period occurs during normal sleeping hours. These adverse conditions suggest that complete closure of I-5 to traffic should be applied under essential circumstances only.

1/ "Freeway Lane Closures", Traffic Engineering, February, 1970.

61-125-1367

ONE LANE OPEN TO TRAFFIC

The traffic demand shown in Figures III and IV assumes all I-5 ramps are kept open. I-5 can only accommodate traffic for approximately the same time period as the condition with I-5 closed and all traffic diverted to Barbur Boulevard. This is due to the low traffic demand and surplus capacity available on Barbur Boulevard. Through traffic and trucks would remain on I-5.

If daily work durations longer than eight hours are desired, then controlling the amount of traffic entering the project area is necessary. One alternate is closure of all northbound on-ramps north of the North Tigard Interchange. Capacity on Barbur Boulevard and I-5 would accommodate the northbound traffic demand between 6:00 PM-6:00 AM, an 12-hour period. The balance of the day requires a minimum of two lanes open on I-5.

Southbound traffic is more complicated to control at the north end of the project. Traffic from the Marquam Bridge, Stadium Freeway, Front Avenue, and Macadam Avenue can only be accommodated from 10:30 PM-6:30 AM. To extend the work duration and operate within the one lane capacity on I-5,closure of southbound connections to I-5 is required. Closing only the Front Avenue connection via the Market Street ramp and the Macadam Avenue on-ramp could induce some of this traffic to divert to the Stadium Freeway via the 5th Avenue on-ramp. To ensure sufficient traffic reduction on I-5, the southbound connections from the Stadium Freeway, Front Avenue, and Macadam Avenue require closing from 7:00 PM-10:30 PM. An eleven and one-half hour work duration from 7:00 PM-6:30 AM would result.

TWO LANES OPEN TO TRAFFIC

With two lanes open on I-5, trucks hauling paving material to the resurfacing area will travel in mixed traffic. The resultant affect will reduce capacity and increase the hazard of traffic backups during the hours of marginal capacity. The resurfacing and ramp closure durations were adjusted to compensate for this factor.

Resurfacing can be scheduled during the following time periods:

Southbound: Median or outside lanes, 8:00 PM-2:00 PM (18 hours)
Middle lane, 8:00 PM-12:00 Noon (16 hours)

Northbound: Median or outside lanes, 12:00 Noon-6:00 AM (18 hours with ramp closures)

Ramp closures will be necessary to permit resurfacing for the 18-hour period. The Spring Garden Street and Multnomah Boulevard on-ramps are recommended for closure between 12:00 Noon-6:00 PM. Surplus capacity on Barbur Boulevard is available to accommodate the traffic divertion from the on-ramps during these hours. The ramp closure suggested applies only when resurfacing occurs north of Spring Garden Street.

Middle lane, 12:00 Noon-6:00 AM (18 hours with ramp closures). Based on experience in California, resurfacing in the middle lane results in additional capacity reduction. To adjust for this probability, the Spring Garden Street and Multnomah Boulevard on-ramps are recommended to be closed for two additional hours. Total closure duration will be 12:00 Noon-8:00 PM. The ramp closure applies only when resurfacing is scheduled north of Spring Garden Street.

CONCLUSIONS

The I-5-Barbur Boulevard corridor does not have sufficient capacity to accommodate peak period traffic if I-5 is restricted to two lanes.

I-5-Barbur Boulevard Corridor			
Peak-Hour	Traffic Demand	Capacity 1/	Deficiency
7-8 AM Northbound	6,200	4,700	1,500
5-6 PM Southbound	5,800	4,700	1,100

1/ Assumes paving equipment blocking one freeway lane. Work not in progress.

In addition to the peak hours indicated above, the following time periods are subject to traffic backups, with only two freeway lanes open to traffic.

Northbound: 7:00 AM-11:00 AM
Southbound: 3:00 PM-7:00 PM

Peak Period Capcaity Deficiency Options

1. Remove paving equipment and open three lanes to traffic during the capacity deficiency periods.

2. Accept the consequence of severe traffic backups and time delays to motorists.

3. Reduce peak-hour traffic demand by providing additional bus service. Due to the degree of capacity deficiency, the likelihood of successfully diverting up to 1,500 auto drivers and their passengers to bus transit is highly unlikely.

SUMMARY

The major impacts of each alternative follow:

Freeway Closure

1. Eliminates traffic conflicts with resurfacing operations.

2. Restricts resurfacing period to eight hours each day.

3. Through traffic and trucks are required to divert via Barbur Boulevard and undesirable city street routings.

4. Possible adverse noise impact of trucks on Barbur Boulevard during nighttime hours.

One Lane Open to Traffic

1. Allows through traffic and trucks to remain on I-5.

2. Extends resurfacing period to eleven-twelve hours daily.

3. Requires selected ramp closures both northbound and southbound.

4. Hazard of disabled vehicle stopping traffic flow.

5. Trucks will control speeds on upgrade sections.

Two Lanes Open to Traffic

1. Allows resurfacing for sixteen-twenty hours daily.

2. Through traffic and trucks remain on I-5.

3. Higher traffic volumes conflict with resurfacing operations.

4. Requires on-ramp closure at Spring Garden Street and Multnomah Boulevard for six-eight hours.

RECOMMENDATION

Retain two lanes open to traffic on I-5. Remove paving equipment and open I-5 to three lanes during peak traffic periods.

This recommendation is based on providing the least disruption to established traffic operation and to complete the resurfacing project in the shortest number of days.

The following schedule is suggested assuming one hour is sufficient to setup and remove paving equipment.

Southbound:
7:00 PM-8:00 PM Setup time
8:00 PM-2:00 PM Resurfacing (18 hours) 1/
2:00 PM-3:00 PM Remove equipment
3:00 PM-7:00 PM Three lanes open on I-5

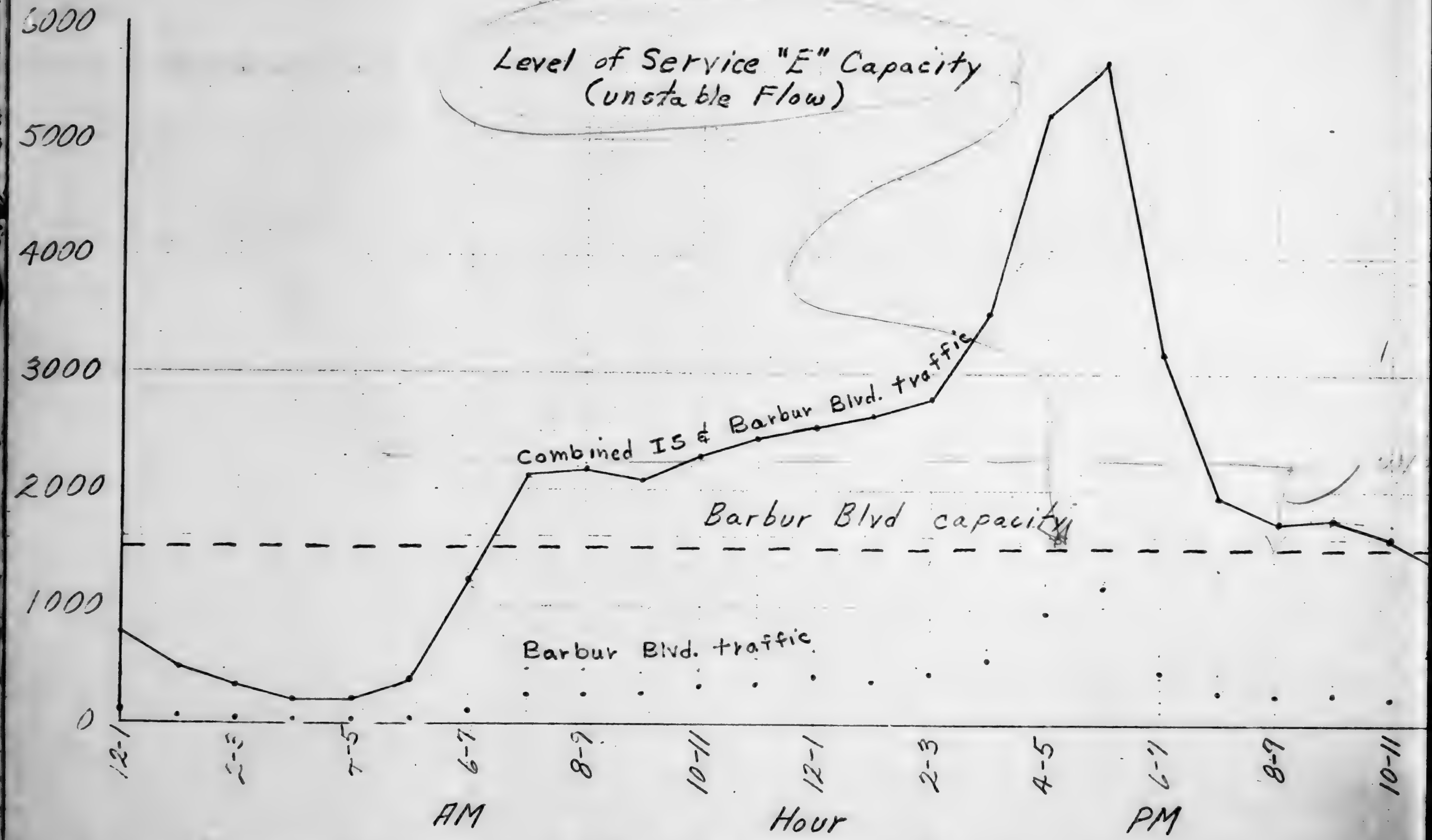
Northbound:
11:00 AM-12:00 Noon Setup time
12:00 Noon-6:00 AM Resurfacing (18 hours) 2/
6:00 AM-7:00 AM Remove equipment
7:00 AM-11:00 AM Three lanes open on I-5.

1/ 8:00 PM-12:00 Noon during resurfacing of middle lane.
2/ Spring Garden Street and Multnomah Boulevard on-ramps require closing from six-eight hours.

JH:ap
cc: R. N. Bothman, w/att.
Ed Hardt, w/att.

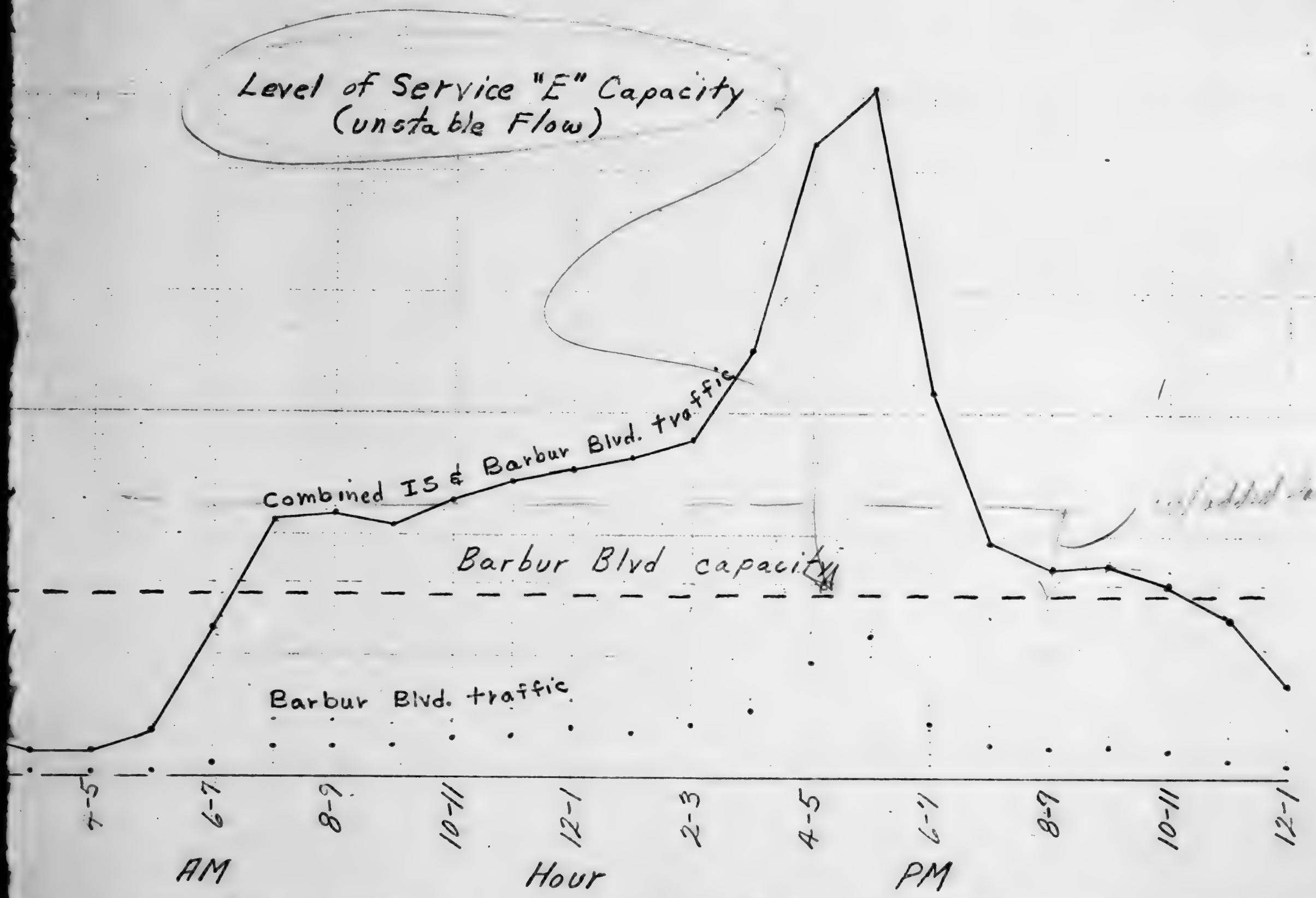
FIGUR

BARBUR BLVD SOUTHBOUND
NORTH OF TERWILLIGER BLVD



BARBUR BLVD SOUTHBOUND
NORTH OF TERWILLIGER BLVD

FIGURE I



FIGU

BARBUR BLVD NORTHBOUND
NORTH OF TERWILLIGER BLVD

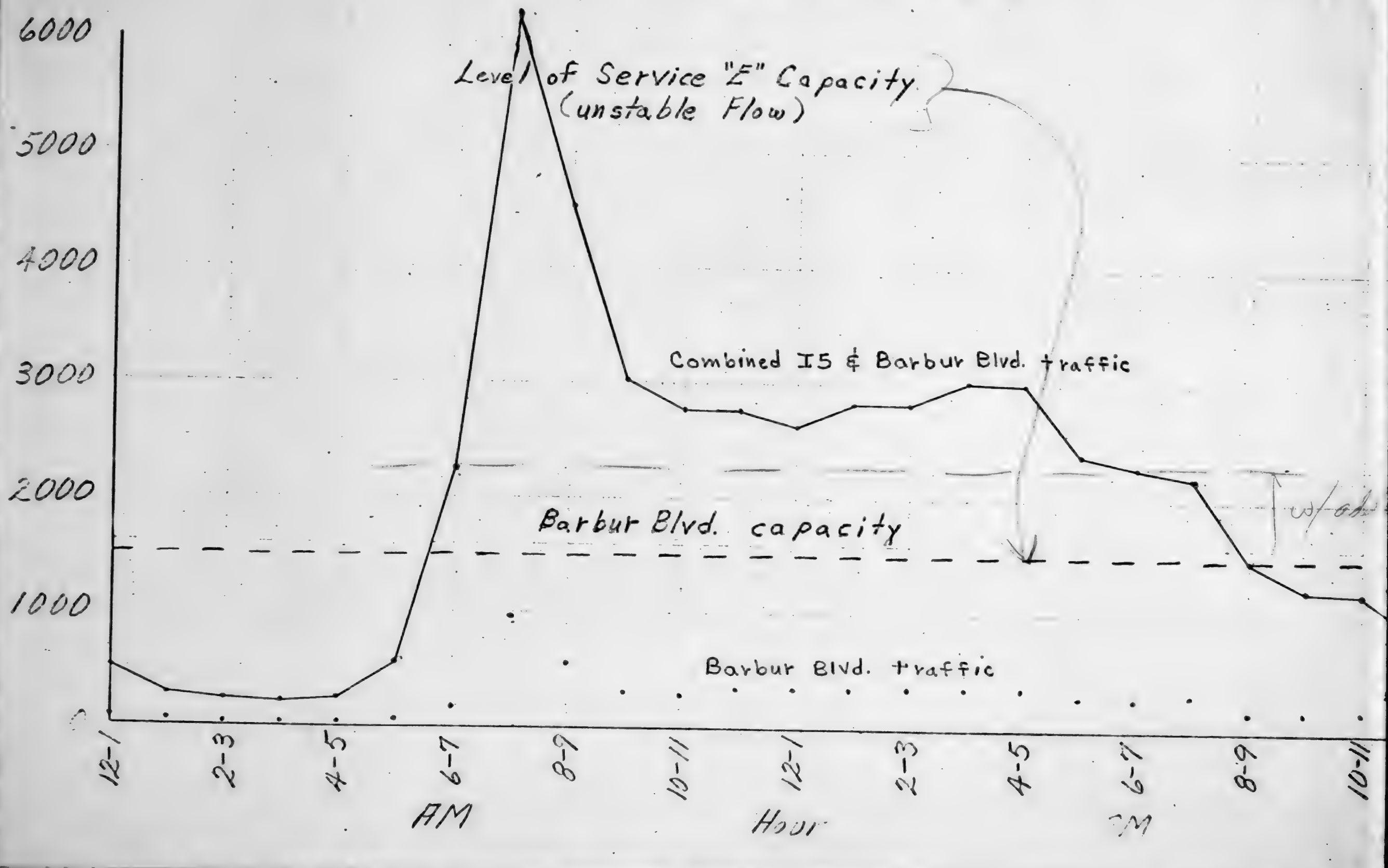
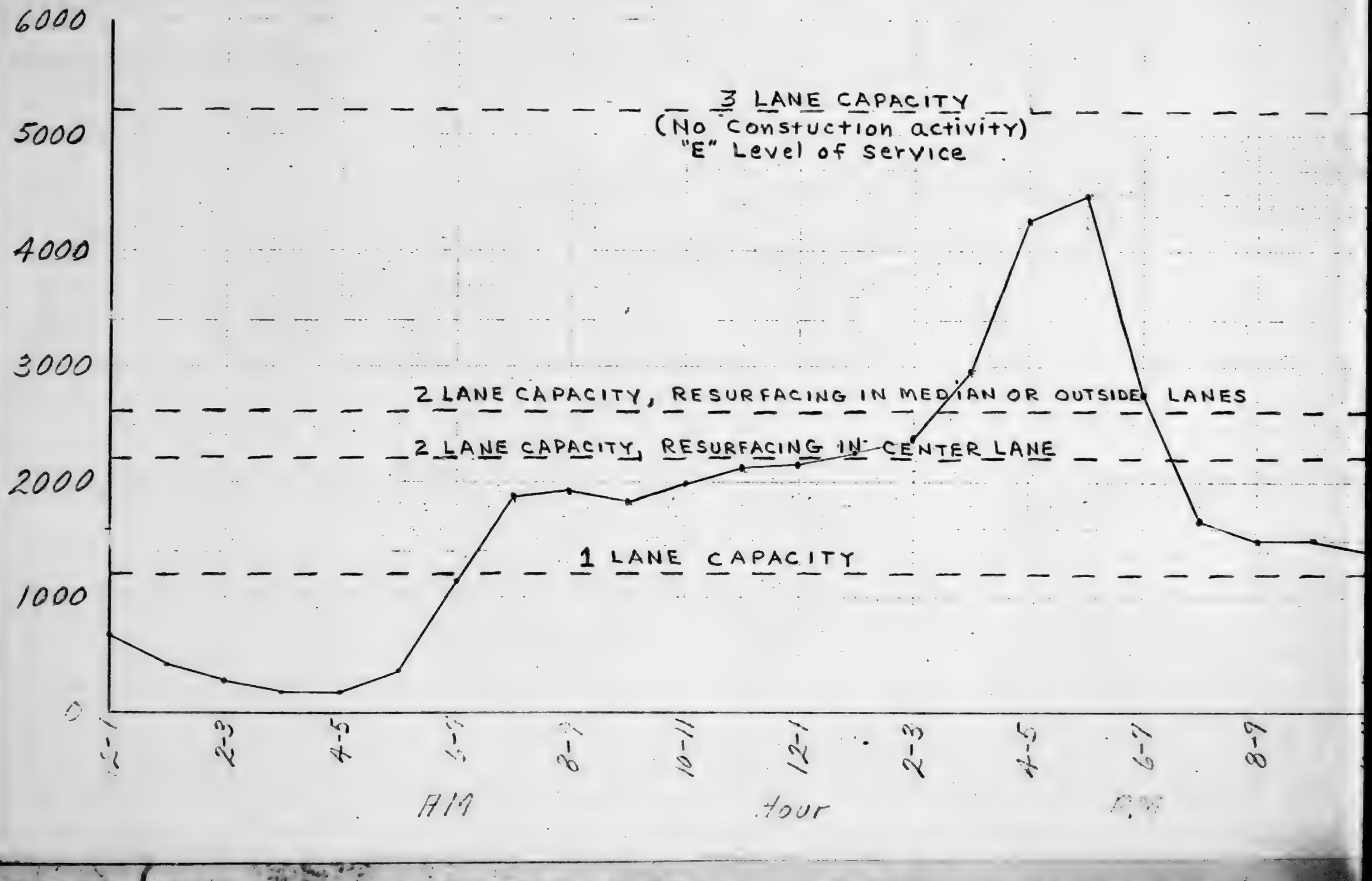


FIGURE II

BARBUR BLVD NORTHBOUND
NORTH OF TERWILLIGER BLVD

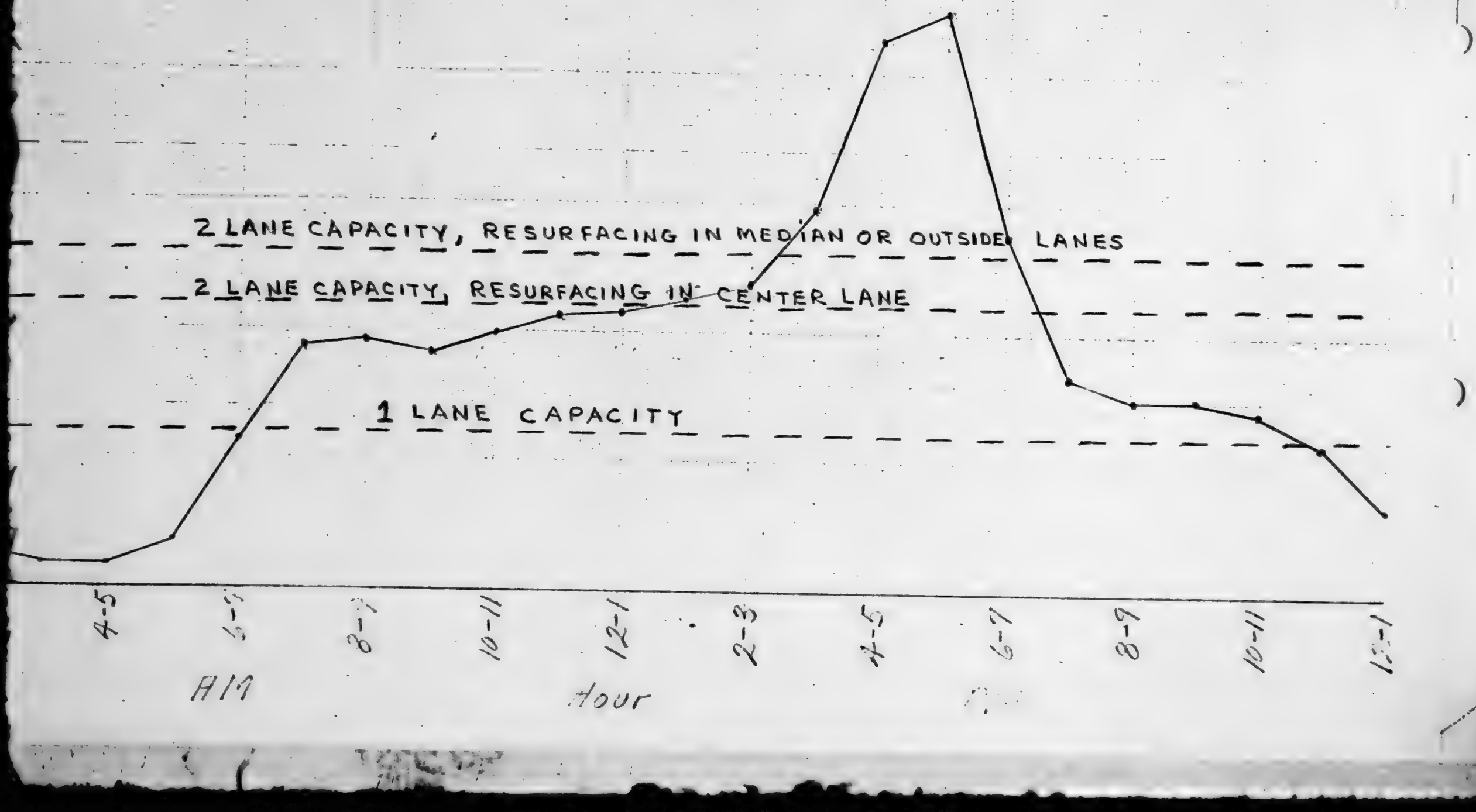
I-5 FREEWAY SOUTHBOUND
NORTH OF TERWILLIGER BLVD

FIG

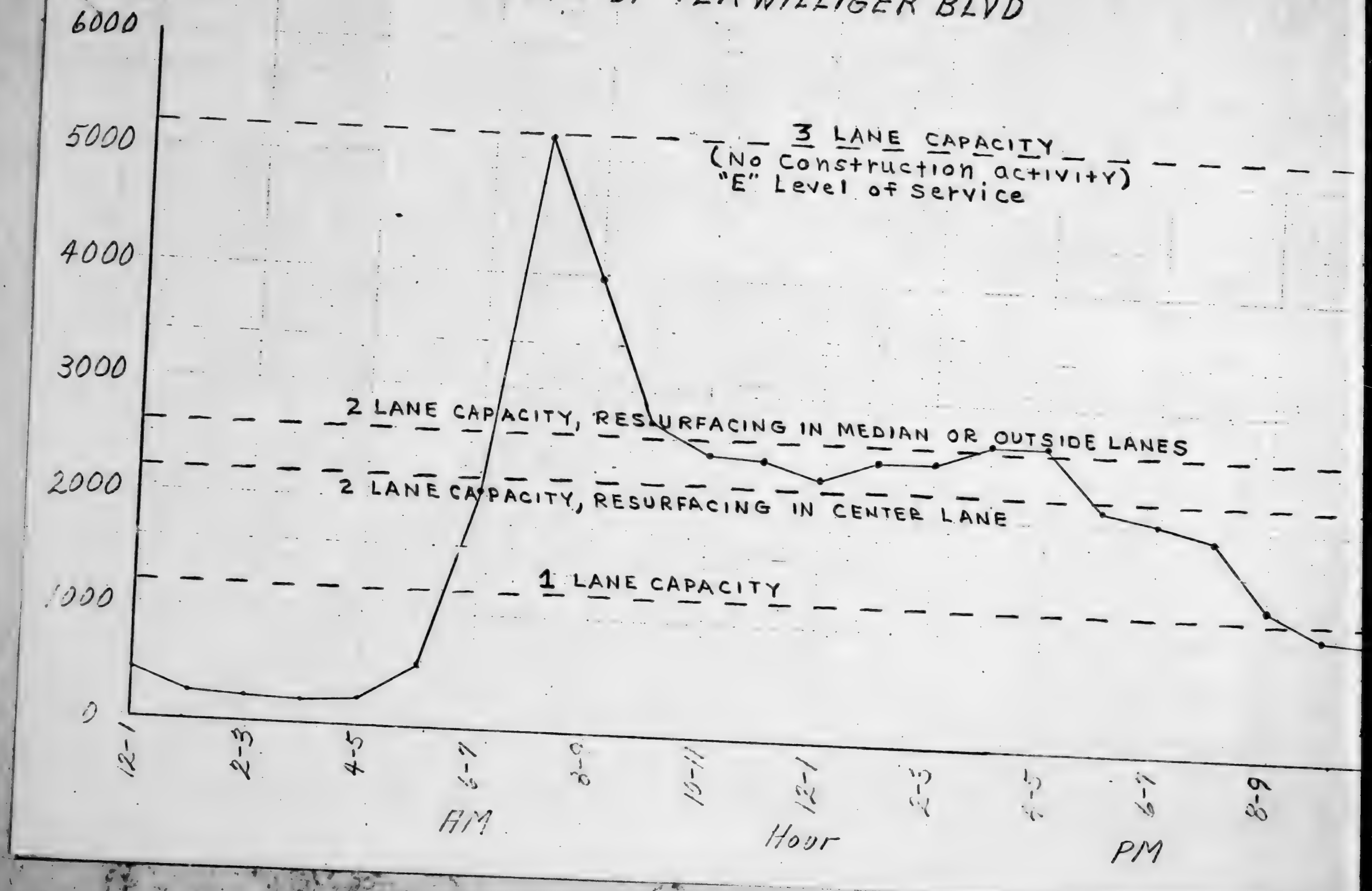


I-5 FREEWAY SOUTHBOUND
NORTH OF TERWILLIGER BLVD

FIGURE III

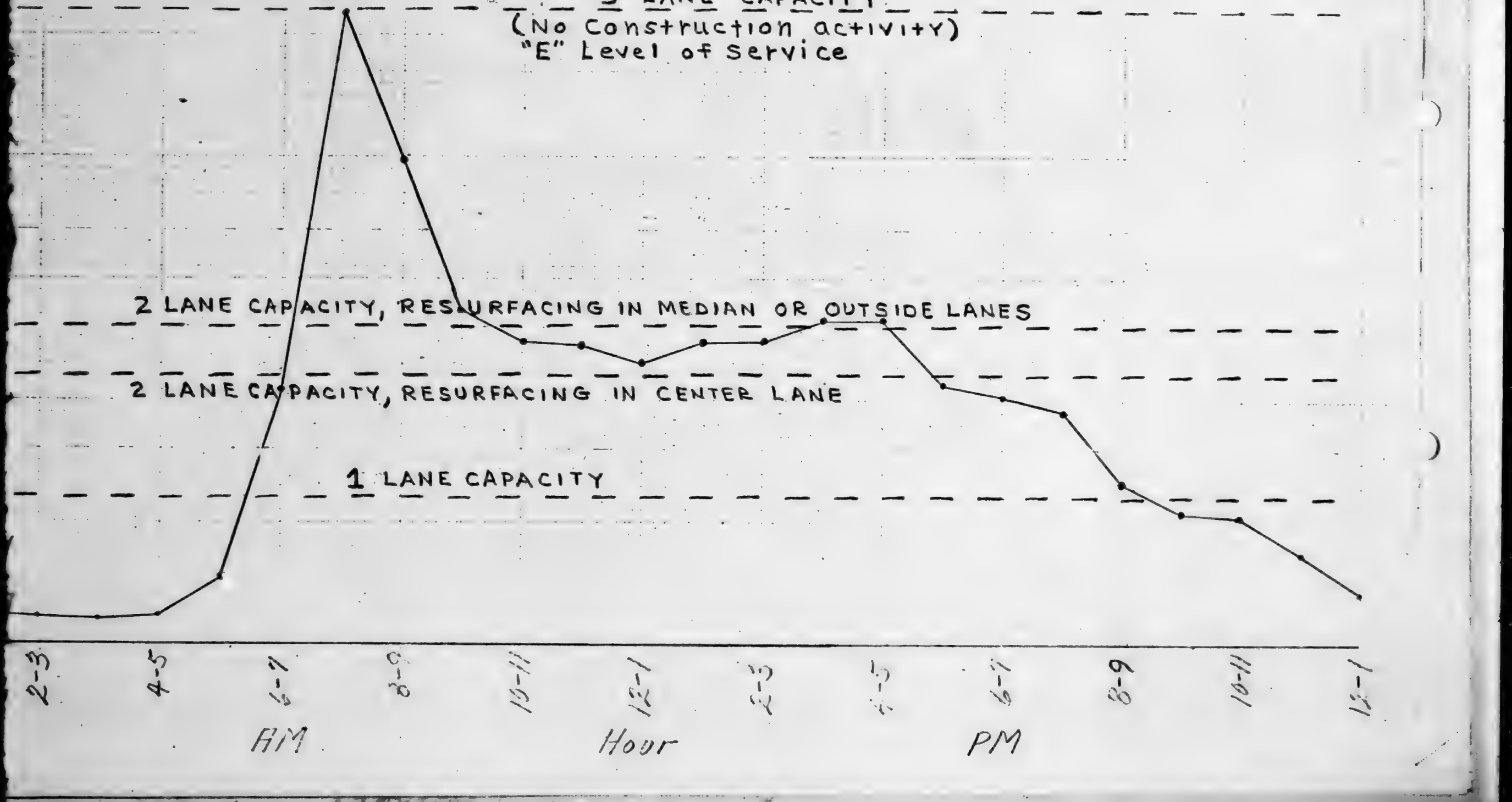


I-5 FREEWAY NORTHBOUND
NORTH OF TERWILLIGER BLVD



I-5 FREEWAY NORTHBOUND
NORTH OF TERWILLIGER BLVD

FIGURE IV



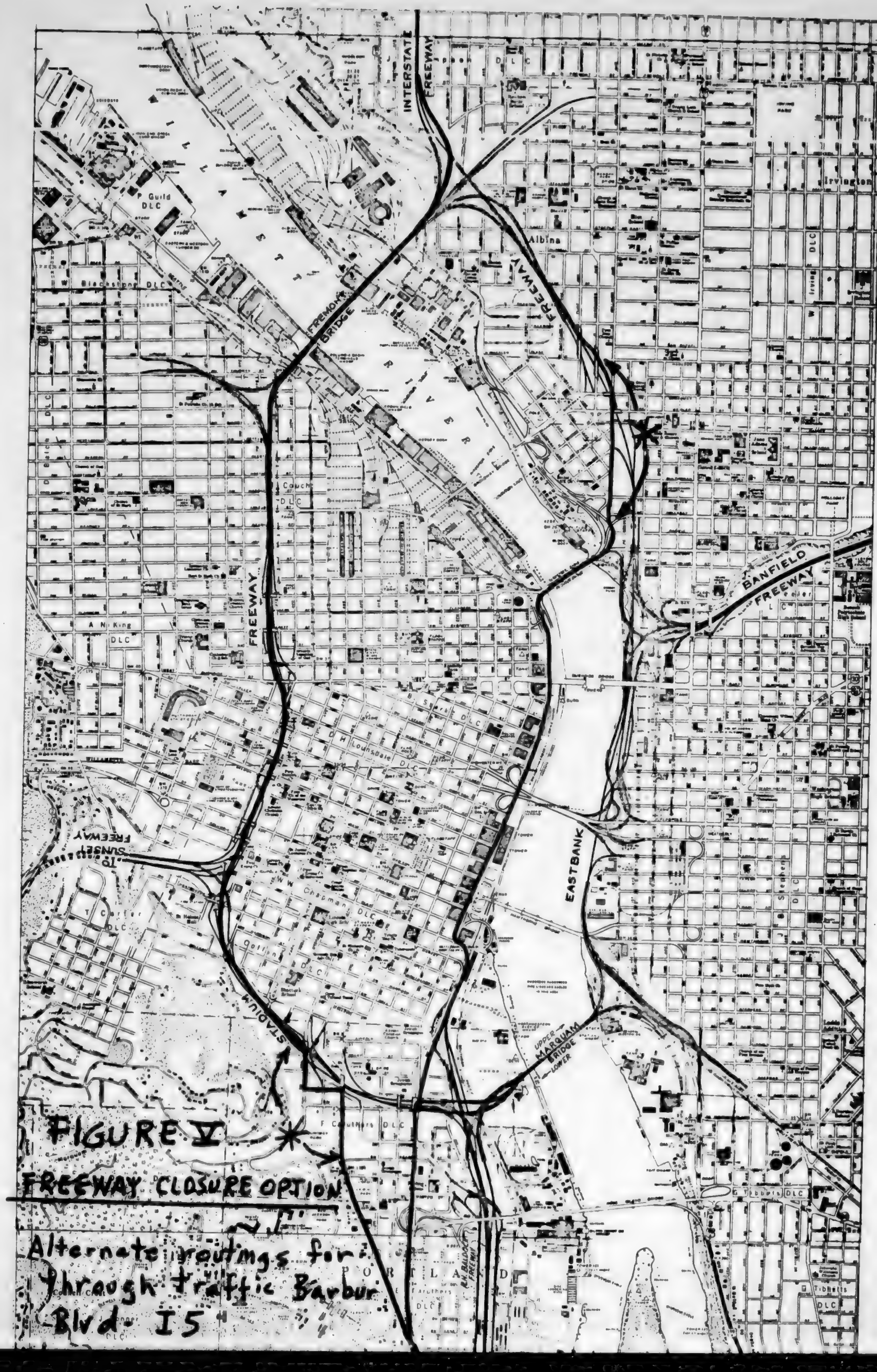
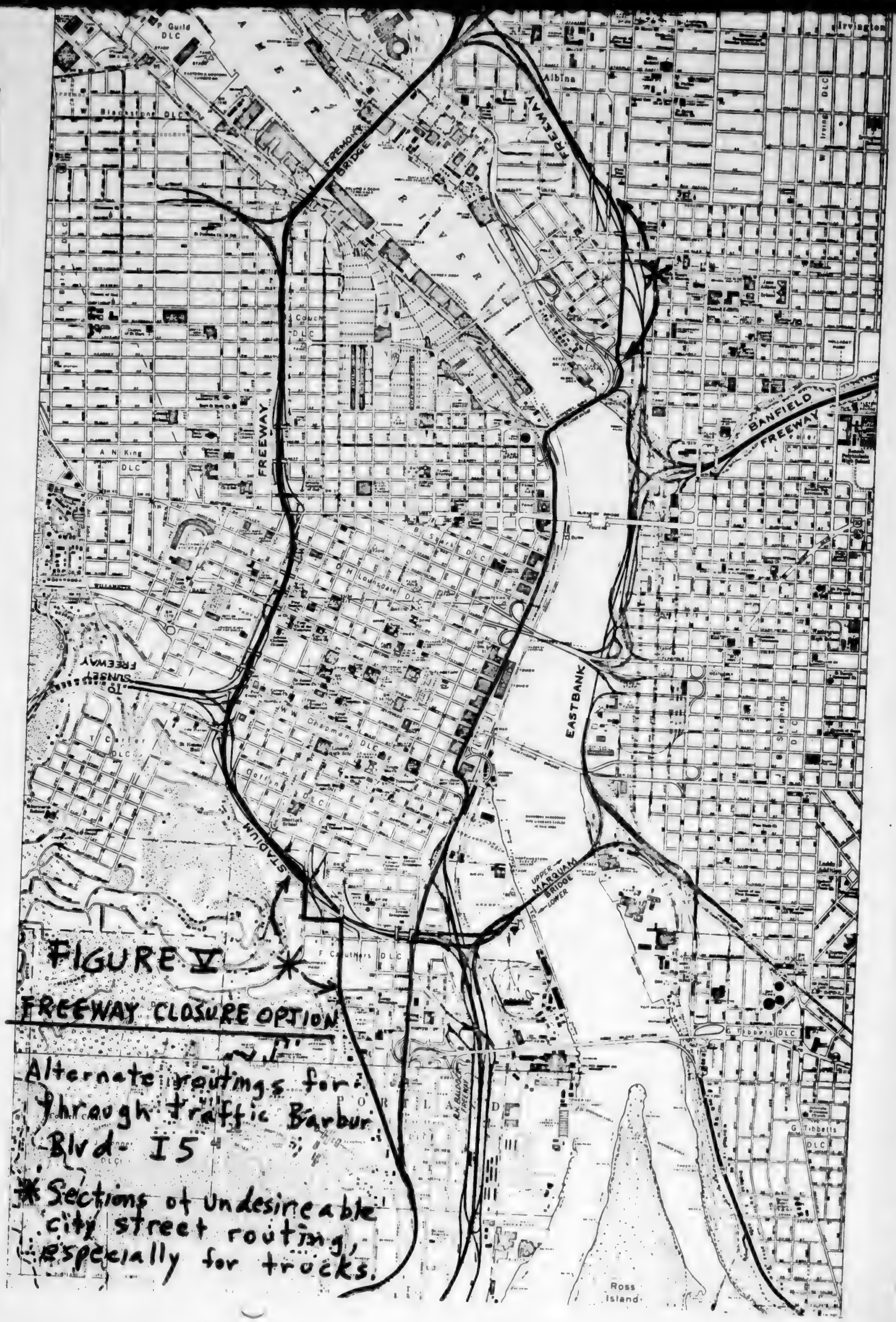


FIGURE V

FREEWAY CLOSURE OPTION

Alternate routings for through traffic Barbur Blvd - I5


Albina
Irvington
FREMONT BRIDGE
FREEWAY
BANFIELD
FREEWAY
FREEWAY
EASTBANK
STADIUM
UPPER
MARQUAM
BRIDGE
LOWER
TO SUNSET FREEWAY
PORTLAND
Ross Island
Guild DLC
Couch DLC
A N King DLC
B Stark DLC
D H Lownsdale DLC
Chapman DLC
Irving DLC
G Tibbetts DLC
FIGURE V
FREEWAY CLOSURE OPTION
Alternate routings for through traffic Barbur Blvd- I5
* Sections of undesireable city street routing, especially for trucks.

Salem, Oregon

September 25, 1973

R. N. Bothman, Metropolitan Engineer
L. W. Rulien, Region I Engineer

J. H. Versteeg, Road Design Engineer

Overlay
Marquam Bridge-No. Tigard Interchange
Pacific Highway I-5

We are preparing a submittal to the FHWA requesting a 6" asphaltic concrete overlay on the Marquam Bridge-No. Tigard Interchange Section of I-5. It will be necessary to develop a realistic construction sequence and traffic handling proposal if we are seriously to consider the construction of an overlay on this section of I-5. A tentative proposed sequence of events is as follows:

1. Install longitudinal perforated drains to cut off the infiltration of water into the base material.

2. Remove and/or repair broken up PCC pavement in the outside lanes (an estimated 8,000 lineal feet of 12' wide PCC).

3. Adjust or reconstruct the structures to obtain the necessary vertical clearances.

4. Close on-ramps as required to reduce the traffic volumes that can be readily handled in two narrow lanes (24') during the hours of 7:00 PM to 5:30 AM, five days a week (Sunday PM, Monday, Tuesday, Wednesday and Thursday). Minimum planned closure south bound would be Front Avenue and Hood Avenue ramps and possibly 7th Avenue and 13th Avenue on the Stadium Freeway. Planned closure north bound would be No. Tigard, Capitol, Multnomah Street, Spring Garden and Terwilliger on-ramps.

5. Proposed that we specify a minimum 4,000 ton capacity AC plant and with a minimum 3,000 tons asphaltic concrete placed per shift on the roadway. If this schedule were met, it would take 27 work-days to lay the estimated 80,000 tons of asphaltic concrete or an estimated two months weather permitting.

6. Reconstruct ramp connection, curbs, guardrail, etc., as required. We do not anticipate that the median barrier would need to be adjusted.

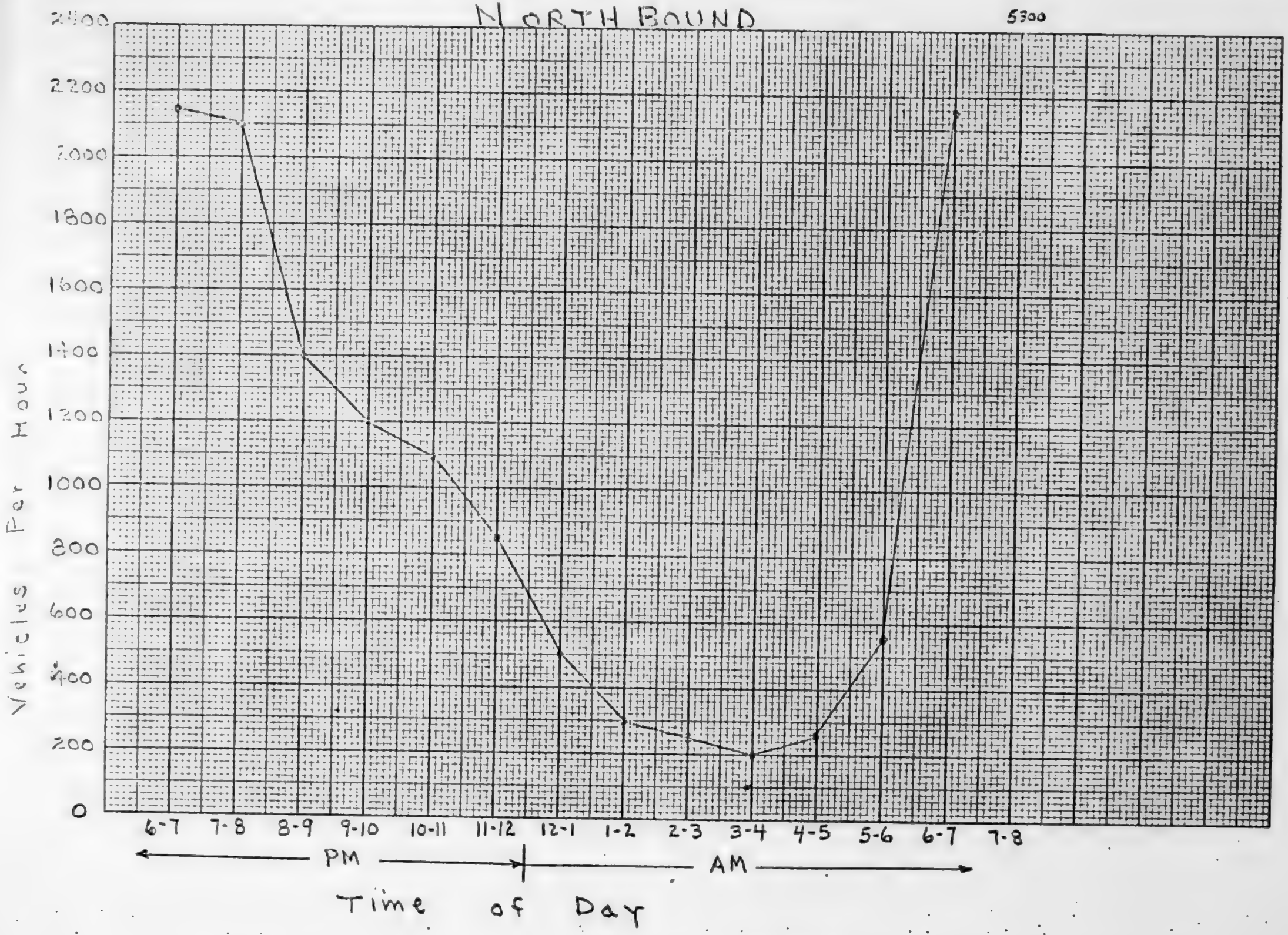
7 unbalanced

In summary, we propose to install surface drainage, adjust structures to obtain vertical clearance, remove and repair portions of the existing PCC pavement and close the on-ramps to reduce traffic as required to overlay this section of I-5 with 6" of AC pavement based on a 10 hour night shift.

I would appreciate your comments on the feasibility of this proposal. It is hoped that we can get a package together for the FHWA by late October. Attached for your information is a small scale map showing locations of the planned ramp closures.

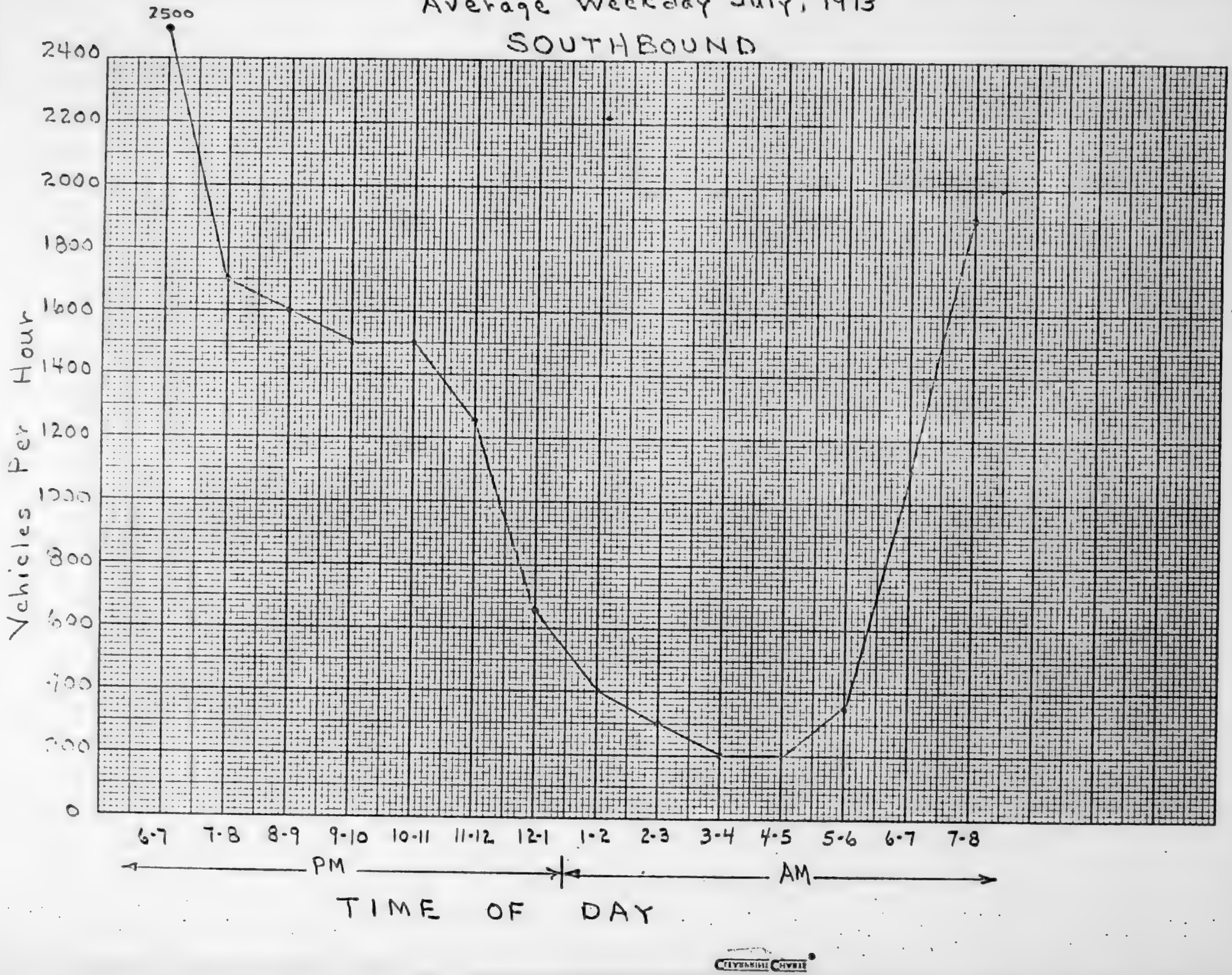
JHV:jh
cc: E. S. Hunter
H. S. Coulter
D. H. Moehring
C. T. Keasey

BALDOCK FREEWAY I5
1.0 Mile North of Terwilliger Blvd.
Average Weekday July, 1973

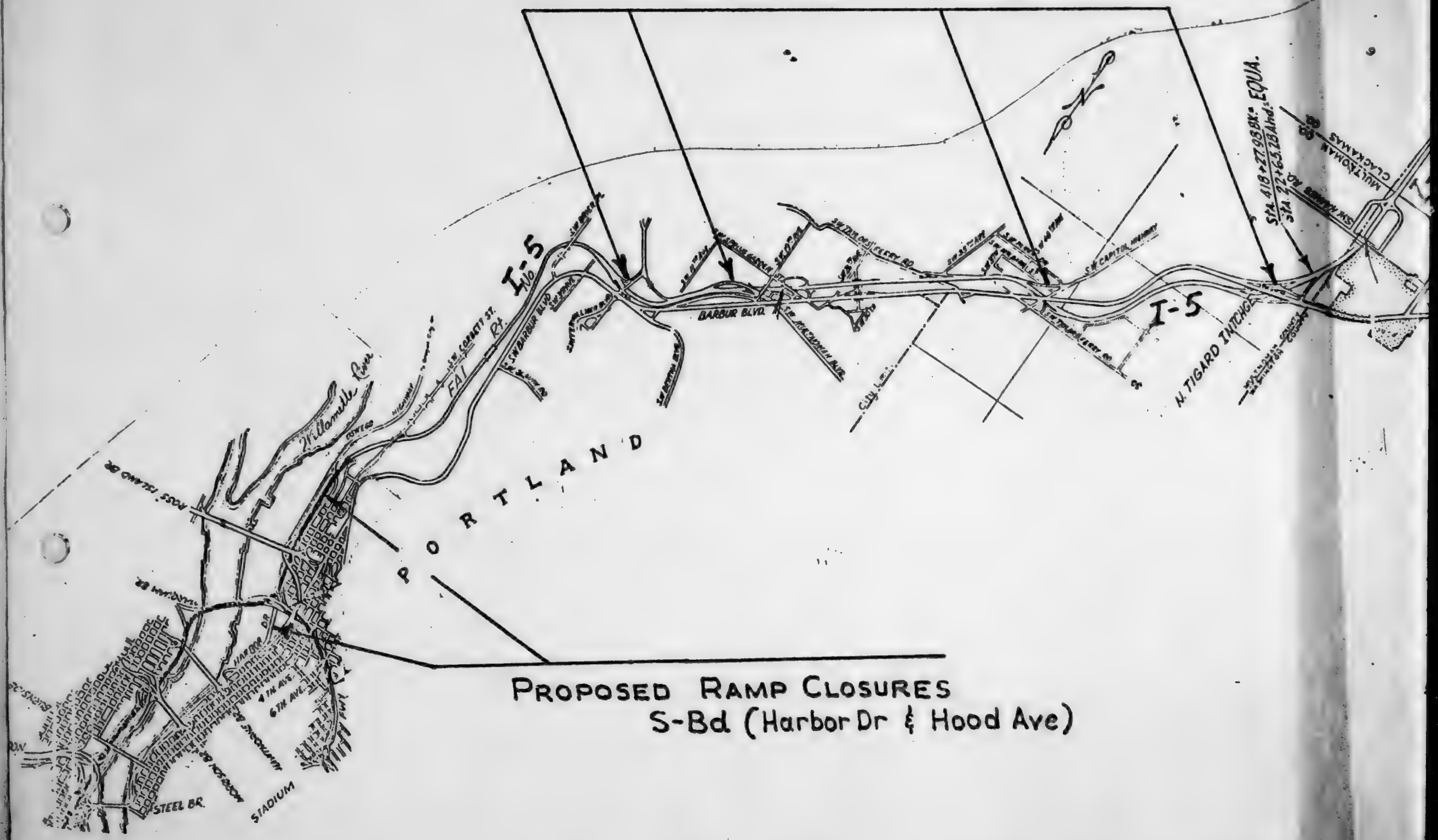


KEUFFEL & ESSER CO. NO. C310. 20 DIVISIONS PER INCH BOTH WAYS. 120 BY 180 DIVISIONS.
PRINTED IN U.S.A. ON KEUFFEL TECHNICAL PAPER NO. 1018

BALDOCK FREEWAY I5
1.0 Mile North of Terwilliger Blvd.
Average Weekday July, 1973

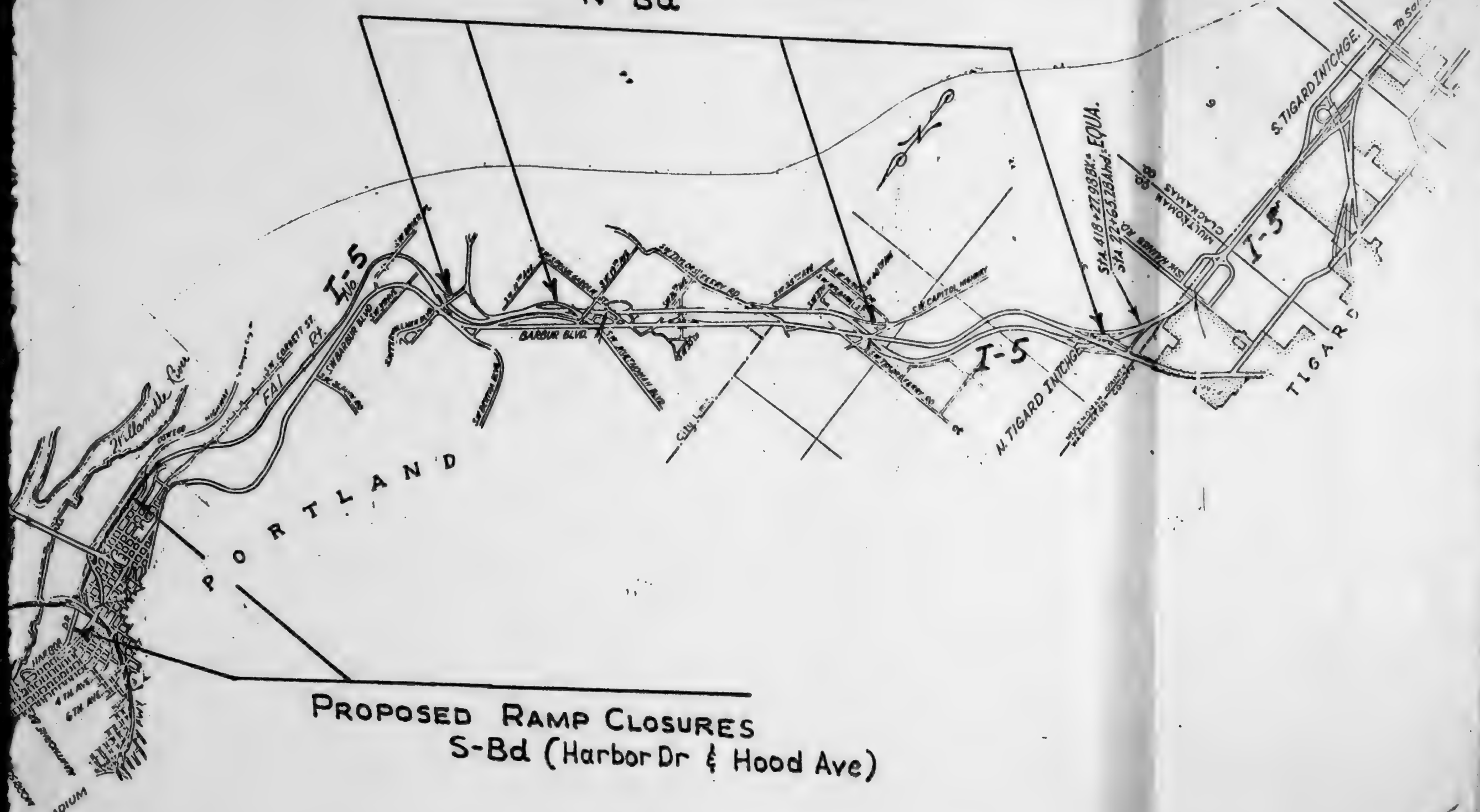


PROPOSED RAMP CLOSURES
N-Bd



PROPOSED RAMP CLOSURES
S-Bd (Harbor Dr & Hood Ave)

PROPOSED RAMP CLOSURES
N-Bd



PROPOSED RAMP CLOSURES
S-Bd (Harbor Dr & Hood Ave)

E-587
(Rev. 1-70)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Town-St. Recorder

TRAFFIC COUNT SUMMARY SHEET

Date Apr 23 May 1, 8 1973
Day of Week Mon-Tue
Remarks

City or County Portland
Intersection of Town M-26016
Weather
Summarized by

From Northbound To

TIME	PASSENGER CARS: Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS: 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES: School	Other	TOTAL ALL VEHICLES	Cyclists
A.M. 6:00–7:00	1300	1	37		112		14		10		9				25	1				3	1474	
7:00–8:00	4171	1	91		1465	4	17	2	25		33		5		29						5487	
8:00–9:00	2878	2	117	1	508	5	27	4	51		30		16		33	2					4229	
9:00–10:00	1751	3	68		183	6	17	3	67		24		22		21	1	1				2240	
10:00–11:00	1421	5	132	9	163	19	21	5	76		28		11		15	3					2247	
11:00–12:00	1423	6	147	9	334	9	28	4	68		37		11		17	5	2				2163	
P.M. 12:00–1:00	1657	12	200		225	3	12		66	3	29		4		26						2213	
1:00–2:00	1871	7	210		272		8		74	1	47		13		101				1	4	2623	
2:00–3:00	2017	17	230		285	5	34		51	4	47		4		77		2				2913	
3:00–4:00	1816	10	264	5	327	3	15		91	5	52		11		113		1		5		2716	
4:00–5:00	1923	7	259	3	439	6	22		65	7	33		10		93		1		1	9	2977	
5:00–6:00	1646	7	299	3	279	2	22	1	34	2	23		6		74		1			1	2400	
6:00–7:00	2050	2	157	2	307	3	19		24		17		2		76		5		19	11	2644	
7:00–8:00	1203	1	127	4	204	5	10		16		11		3		64		3		1	2	1657	
8:00–9:00	721	8			112	3	13	1	4		1		2		63				1		937	
9:00–10:00	949	1			170	2	7		6		5				63					3	1206	
10:00–11:00	623	2			123	1	13		2		4				58		2			1	296	
11:00–12:00	408				45		5		2		2		1		45					1	525	
A.M. 1:00–2:00									↑		↑		↑		↑							
2:00–3:00																						
3:00–4:00																						
4:00–5:00									+30		+30		+20		+270							
5:00–6:00									↓		↓		↓		↓							
8 Hour																						
16 Hour	20557	92	2440	36	5697	82	315	18	765	25	416		124		1478	12	18		55	56	42186	
24 Hour																						

From Southbound To

TIME																						
A.M. 6:00–7:00	557	1	75		205		41		19		20		11		91		6			1	1032	
7:00–8:00	1165	2	170		260	1	36		41		26		6		64				4	5	1982	
8:00–9:00	1250	2	196	1	314	4	50		56		47		4		53		1		7	2	2041	
9:00–10:00	1005	2	158	1	312	4	47		60		45		15		107		4		11	2	1758	
10:00–11:00	787	2	178	1	209	2	51		74		59		16		98	2	2		2	1	1719	
11:00–12:00	1253	3	163	1	304	6	41	6	71		42		19		107		2		1		1801	
P.M. 12:00–1:00	1204	2	122	1	234	7	22		64		44		12		94				5	6	1709	
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4:00–5:00	2236	8	168	6	288	8	32		71		21		12		98				8	4	4060	
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6:00–7:00	2152	10	117	2	382	4	15	4	16		5		1		60	1			2		3777	
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TIME		PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	2-Axle	Other		
A.M.	6:00- 7:00	1350	1	37		112		14		10		9				75	1				3	1574	
	7:00- 8:00	4171	1	91		165	4	17	2	25		33		5		29						5487	
	8:00- 9:00	3227	2	117	1	502	5	29	4	51		20		16		33	2					4229	
	9:00-10:00	1751	3	68		183	6	17	3	67		24		22		21	1	1				2240	
	10:00-11:00	1431	5	132	9	263	19	21	5	75		22		11		15	3					2247	
	11:00-12:00	1423	6	147	9	324	9	28	4	63		29		11		17	5	2				3163	
P.M.	12:00- 1:00	1657	12	200		225	3	12		46	3	29		4		26						3213	
	1:00- 2:00	1877	7	210		272		8		74	1	47		13		101				1	4	2623	
	2:00- 3:00	2017	17	230		285	5	34		51	4	47		4		77		2				2913	
	3:00- 4:00	1816	10	264	5	327	3	15		81	5	53		11		113		1		5		3716	
	4:00- 5:00	1923	7	259	3	439	6	20		65	7	33		10		93		1		1	9	3977	
	5:00- 6:00	1646	7	299	3	277	2	37	1	34	2	23		6		74		1			1	3000	
	6:00- 7:00	2000	2	157	2	307	3	19		24		17		2		76		5		19	11	2644	
	7:00- 8:00	1203	1	127	4	204	5	10		16		11		3		64		3		1	2	1657	
	8:00- 9:00	771	1			112	3	12	1	4		1		2		63				1		937	
	9:00-10:00	949	1			170	2	7		6		5				63					3	1206	
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24 Hour																							

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TIME		PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	2-Axle	Other		
A.M.	6:00- 7:00	559	1	75		205		41		19		20		11		91		6			1	1032	
	7:00- 8:00	1365	2	170		260	1	36		41		26		6		64				4	5	1982	
	8:00- 9:00	1250	2	196	1	314	4	56		56		67		4		53		1		7	2	2041	
	9:00-10:00	1005	2	158	1	312	4	47		60		45		15		107		4		11	2	1758	
	10:00-11:00	757	2	175	1	209	2	51		74		59		16		98	2	2		2	1	1719	
	11:00-12:00	1253	3	163	1	204	6	41	6	71		42		19		107		2		1	2	1921	
P.M.	12:00- 1:00	1204	2	122	1	224	7	22		64		44		12		84				5	6	1209	
	1:00- 2:00	1267	4	180	4	276	4	20		71		46		5		97		2		2	1	1963	
	2:00- 3:00	1460	3	133	4	245	9	15		79		34		7		101				10	2	2122	
	3:00- 4:00	1952	5	165	6	388	3	20		73		27		11		112		1		11	2	2856	
	4:00- 5:00	2236	8	163	6	788	8	32		71		21		12		98				8	4	4060	
	5:00- 6:00	2411	13	191	8	721	3	22		53		9		7		97				1	3	4819	
	6:00- 7:00	2152	10	117	2	383	4	15	6	16		5		1		65	1			2		3779	
	7:00- 8:00	1274	2			209	4	7	1	7		4		1		53	2				2	2555	
	8:00- 9:00	1093	1			142	3	3		14		2		2		50					2	1333	
	9:00-10:00	1234	4			186	3	10	2	11		6				25						1641	
	10:00-11:00	2290	5			224	2	5		2		1				49							
	11:00-12:00	718	2			95	2	5	2	4		3		3		56				17	5	2611	
A.M.	12:00- 1:00																						
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8 Hour																							
16 Hour		28015	72	2600	25	5147	70	448	17	789		466		133		1471	5	18		45	40	40377	
24 Hour																							

8236

Salem, Oregon

May 21, 1974

Victor D. Wolfe, Location Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Marquam Bridge-North Tigard Interchange
Pacific Highway
Multnomah County

Please have your photogrammetric people prepare an uncontrolled strip mosaic map of the subject project on whatever scale is necessary to show both the freeway and Barbur Boulevard.

This map will be used by Resident Engineer Ewen in preparing the location plans for the overlay of the subject section.

If recent photography is not available, it is recommended a new flight be made.

FET:we
cc: Ed L. Hardt
Bob Ewen, Resident Engineer
Fred Jeter
W. W. Reed

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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MAY 23 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
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8236

Salem, Oregon

May 21, 1974

Ed L. Hardt, Region I Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Marquam Bridge-North Tigard Interchange
Pacific Highway
Multnomah County

Resident Engineer, Bob Ewen has requested a statement of the minimum vertical clearance permitted at undercrossing structure locations.

When the vertical clearance becomes less than fifteen feet after the overlay is applied, the FHWA has been asked to participate in the cost of raising the structure or changing the highway profile to provide for the standard seventeen feet vertical clearance.

When Ewen was here last week we discussed types of curb to be used on the project. One type mentioned was the mountable type proposed for use on I-205. Prints of the details were furnished to him. Use of that type could be considered on the southbound lanes. Much of the northbound lanes will have guard rail or shoulder barrier adjacent, therefore, it would not be suitable for use on the northbound lanes.

Preliminary discussion with the FHWA indicates it might be possible to receive Interstate participation in widening the 26th Avenue overcrossing structure for reasons of traffic handling and safety.

FET:we
cc: Bob Ewen, Resident Engineer
W. W. Reed

Versteeg
A. Olson
Torpin
Scott
Swenson
R. Olson
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Receiver Keep ☐

2236

Salem, Oregon

May 8, 1974

Wayne Reed, Senior Designer
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

Pavement Overlay on P.C.C.
West Marquam-North Tigard Section
Pacific Highway I-5

Dear Wayne:

The FHWA has approved the use of FAI funds for an appropriately designed overlay and underdrain system for this section of I-5.

The many hours you spent reading PPM's, IM's, gathering data, assembling reports, writing and rewriting and rewriting the report has paid off in a big way by the approval of FAI funding for an overlay on the P.C.C. pavement.

I know that you must be pleased that your efforts were successful. Please accept my thanks for your very excellent work which made it possible to obtain approval of the overlay.

JHV:jh
cc: E. S. Hunter
Personnel
F. E. Terpin

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Scott
Swanson
R. Olson
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8236

Salem, Oregon

May 8, 1974

Clarence J. Gregg, Base Design Engineer
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

Pavement Overlay on P.C.C.
West Marquam-North Tigard Section
Pacific Highway I-5

Dear Clarence:

The FHWA has approved the use of FAI funds for an appropriately designed overlay and underdrain system for this section of I-5.

Your evaluation of the existing surfacing conditions and your recommendations for the needed corrections were a major part of the report submitted to the FHWA requesting the overlay. The fact that an overlay was approved over the P.C.C. is proof that your surfacing report was a good one.

Please accept my thanks for your fine contribution and for the very fine surfacing design report that was critical in getting an overlay approved.

JHV:jh
cc: E. S. Hunter
Personnel
Victor D. Wolfe

Versteeg
1 2
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 1, 1974

In reply refer to: 10-41-A

SUBJECT: Oregon Project I-5-6(-)301
W. Marquam Interchange-N. Tigard Interchange
Request for Pavement Overlay on PCC

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
cc Rubin
Wolfe
Versteeg
Hardt

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's December 21, 1973 letter requested approval for FAI funding of an asphaltic concrete overlay and other related improvements to the section of PCC pavement on I-5 in Portland between the West Marquam and North Tigard interchanges. It has been determined that FAI funds may participate in an appropriately designed overlay and installation of an underdrain system where required. This approval does not extend to the specific 6-inch asphaltic concrete overlay proposed in the request. It is our view that the substantial variations in pavement distress throughout the section warrant more individualized treatment. Accordingly, we will be available to work with you in developing such a solution.

for G. L. Green

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STATE HWY ENGR
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REFER TO
Hunter
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BRD | BRMS | CO | DES | SBR | PLAT | FILE
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5-2-74

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RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8234

R

December 21, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

West Marquam Interchange-North
Tigard Interchange
Pacific Highway (I-5)
Multnomah County

Submitted here for your consideration is a request to structurally overlay the subject rigid pavement with six inches of asphaltic concrete and a one inch open graded plant-mix seal. Attached is a narrative analysis and an abstract of the six appendixes covering the pavement structure design, pre-construction geology, traffic analysis, current maintenance experience with a subsurface evaluation, maintenance costs and a funding eligibility analysis offered in support of the request.

Acknowledging that current FHWA policy as contained in Section III of the 1974 Estimate does not presently allow the overlay of rigid pavement, it is our conviction that critical safety considerations in both operation and maintenance warrant making exception to this policy. It is our belief that the public's right to a serviceable facility offering reasonable safety throughout the remainder of the design period may only be properly ensured by effecting the remedial action requested.

General conditions and events deemed unique or exceptional enough in our view to merit exception to the current policy are:

1. Deterioration of the number 1 or truck lanes has effected improper

and unusual traffic operations in lane distributions and speeds which have incurred a critical reduction in safety;

2. The continuous presence of maintenance forces is additionally endangering both the public and maintenance personnel;

3. The unforeseen and excessive pavement wear by studded tires has badly compromised skid resistant and gravely enhanced hydro-planing conditions;

4. Rocking and pumping of pavement slabs due to the deleterious presence of water, confirmed by exploration, indicates an insufficiency or failure in the subdrainage systems; and

5. Mounting maintenance costs for joint and surface repair (anticipated "catch-up" in immediate needs would be $75,000.00/mi.) seriously exceeds the State's capabilities and resources.

In view of the above outlined situation and the accompanying support data, it is respectfully requested that favorable consideration be given to approving the following:

1. Removal and replacement of 11,000 square yards of broken and cracked rigid pavement with asphaltic concrete;

2. Undersealing of 660 lane stations of unstable and pumping P.C. concrete pavement;

3. Installation of 17,000 lineal feet of perforated pipe to relieve the subsurface water problem;

4. Structurally overlay the presently deteriorating rigid pavement with six inches of asphaltic concrete and a one-inch open graded plant-mix seal; and

Mr. Gl
Dec

5. Perform such other incidental work as may be required to accommodate the overlay.

FAI funding of the corrective measures outlined in the preceding paragraph is requested. It is our considered opinion that the concepts and premises employed in the initial design were compatible and even advanced in some instances, with the "state-of-the-art" for that time period. Deficiencies and inadequacies revealed through subsequent experience and research are those, in our view, specifically addressed by IM 21-1-67 and CH dated May 9, 1967. These are particularly the unforeseen circumstances of excessive pavement wear by studded tires, the advancements in pavement design and the unanticipated increase in five axle truck loadings.

In urging early favorable consideration of the submitted request, concern is expressed that sufficient time be available to permit indepth study and plan preparation for contracting in the earliest practical construction season. It is further observed that an early decision is essential in determining the assignment of priorities in the probable allocation of increasingly scarce materials. Your assistance and cooperation is appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

JHV:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

INTRODUCTION

The contained report is an analysis of the present pavement condition on the West Marquam Interchange-North Tigard Interchange Section of Interstate Route 5 in Oregon with remedial recommendations to rehabilitate the facility for the remainder of its design period. The Narrative Analysis and Report (Summary of Appendices A through F) were prepared by the Road Design Section in the Salem headquarters. The supporting appendices and their respective authors are as follows:

Appendix A - Condition Survey, C. J. Gregg, Base Design Engineer, OSHD

An analysis of original and current design procedures, reports of visual and exploratory examinations with evaluations and recommendations. (Attachments)

Appendix B - Geologic Report, F. W. Yarbrough, Soils and Geology Engineer, OSHD

A report and analysis of the project location's historical geology with respect to subsurface hydrologic characteristics. (Attachments)

Appendix C - Truck Trends, John Hanks, Traffic Analyst Engineer, OSHD

A statiscal analysis of increases in five axle truck traffic for section. (Attachment)

Appendix D - Surface Condition P.C.C. Pavement, L. W. Rulien, Regional Engineer, OSHD, and a current subsurface report by Rolly Call, Regional Geologist

1) A visual condition survey and a report of current maintenance experience with a cost projection of immediate needs (photo attachments).
2) A report of recent exploration findings and testings.

Appendix E - Surface Maintenance Costs, Art Lee, Adm. Assistant, Maintenance Section, OSHD

A documentation of surfacing maintenance costs, 1963-1973.

Appendis F - 4" Overlay, Jack Rowland, Inventory and Needs Engineer, OSHD and A. C. Overlay of Existing P. C. C. Concrete Pavement

A confirmal of project inclusion in 1970 and 1972 Estimates with an analysis of pertinent III's and CII's applicable to project request and FHWA policy.

NARRATIVE ANALYSIS

The West Marquam Interchange-North Tigard Interchange Section of the Pacific Highway (Interstate 5) was constructed under six separate contracts between 1957 and 1963. The respective units and project numbers were as follows: Harbor Drive-S.W. Lowell St. Unit (Grading and Paving), I-5-6(12) 300; S.W. Lowell St.-S.W. 21st Ave. Unit (Grading), I-303(21); S.W. Lowell St.-S.W. 11th Ave. Unit (Paving), I-5-6(5)298; S.W. 14th Ave.-Washington County Line Unit (Grading, Paving and Structures), I-303(17); S.W. 11th Ave.-Tigard Interchange Unit (Paving), I-5-6(13)295; and the Tigard Interchange Unit (Grading, Paving and Structures), I-303(17).

The field location data for an uncurbed four lane facility was prepared in the early nineteen fifties. Following enactment of the National Highway Act of 1956, the design premise was modified to provide for six through traffic lanes. To accommodate the expanded roadway section within the high cost right-of-way, a curbed section was employed. Retaining walls and slopes of 1-1/2:1 were frequently required to minimize disturbance of the stabilized slopes of abutting property and adjacent Barbur Blvd. and avoid further right-of-way takings.

Using a temporary connection to Barbur Blvd., the southerly unit from S.W. 14th Ave. to Washington County Line was opened to traffic in late 1961. The remaining units north to Harbor Drive were completed and opened to traffic in late 1963. The facility is now and will continue to be in the near foreseeable future the primary route of all north-south through interstate traffic in addition to the high volume urban Portland traffic. Relief through completion of Interstate Route 205 does not appear imminent.

The originally projected design year ADT of the facility has already been exceeded by approximately 5% in this, its tenth year of operation. It was anticipated by the completion of I-205 that one particularly important direct benefit would be realized. This was to be the diversion of a major portion of the heavy through truck traffic, particularly the large percent of five axle trucks which are contributing so much to the deteriorating condition of the subject section's outside lanes. Lanes whose roughness and poor rideability have affected traffic distributions and speeds in the adjacent lanes with critical safety implications.

A visual study conducted in July, 1971, revealed the following conditions: North or inbound lanes (A.M. peak) #1, 1,149 vehicles, 40 mph; #2, 1,811 vehicles, 53 mph; and #3, 2,031 vehicles, 54 mph. The south or outbound lanes (P.M. peak) reflected a similar, though not as pronounced, disparity in vehicle distribution: Lane #1, 1,253 vehicles, 33 mph; Lane #2, 1,563 vehicles, 41 mph; and Lane #3, 1,964 vehicles, 49 mph. The generally slower speeds in the southbound lanes is attributable to the long successive uphill gradients. The total rise/fall in the section's five miles is 787 feet with a net gain southbound of 325 feet. It should be noted here that despite the long steep gradients ranging from 2.5 percent to over 5 percent, heavy truck traffic is not confining itself to the outside lanes. It is instead utilizing all three lanes with heavy emphasis on the number 2 lanes, with buses and lighter trucks frequenting the number 3 or median lanes.

Resultant from the above-described condition is an excessive amount of lane changing and accelerated passing speeds. Reflecting the poor safety factor thus created for the section is a twelve month accident study ending July 31 of this year with 202 accidents of record. Demonstrating the improper truck use of the inner lanes was a recent incident wherein the tractor unit of a heavy transport, jackknifing on the low skid resistant pavement, mounted the GM type concrete median barrier and slid a considerable distance transversely along the barrier top. Examination of the rest of the concrete barrier indicates the occurrence of an appreciable number of other skidding impacts which have gone unreported.

One accepted cause for the poor record of operational skid resistance is the unforeseen and excessive pavement wear by studded tires. This has resulted in noticeable rutting of the pavement thereby creating surface drainage flow concentrations. In a region of heavy rainfall, the combination of factors has produced a condition critical to hydro-planing at even low speeds. Additionally contributory to the problem are the long steep grades fostering longitudinal surface flow.

Further compromising the poor operational safety situation is the almost continuous presence of maintenance equipment and personnel making joint and surface repairs. To effect repairs of immediate need only will require more than doubling the present forces and equipment on the heavily traveled facility.

Two experimental efforts to relieve the skidding problem have been conducted with somewhat disappointing results. The first investigation was to longitudinally groove the pavement in the area through the Terwilliger Blvd. undercrossing. The grooves were 1/8 to 1/4 inch deep on 3/4 inch centers. While the grooves were found to be effective initially, the treatment did not prove durable and the wheel track areas were worn down in about two years. There have been recent reports the less worn grooves adjacent to the wheel tracks may be adversely affecting steering control of the smaller and lighter foreign cars.

The second treatment was to apply a heated asphalt-epoxy adhesive to about 1,450 lin. ft. of the northbound lanes just south of the Corbett Undercrossing. The adhesive was then covered with a 3/4 inch lift of 3/8 inch graded calcined bauxite aggregate. Results of this experiment were not deemed satisfactory. There was extensive early bond failure, particularly in the wheel tracks, and it was later observed that crushing impacts by tire studs and chains caused excessive aggregate loss in the thin overlay. Further, an undesirable ledge effect has resulted adjacent to the wheel tracks from the bonding and aggregate loss.

Though the current operational safety level of the facility is serious, there is an imminent probability that will lower it still further. This is the likelihood that in response to the worsening environmental problems of air pollution and auto congestion in the central core area, a crash program in mass transit will emerge. One precept to the viable development of mass transit is the necessity for preferential or exclusive bus lanes on freeways. The 1973

Highway Act has already liberalized restrictions to this end. As I-5 is the only freeway serving the urban core through the southwest suburban corridor, the alternatives are severely limited.

Up to this point, only the presently poor and declining operational and maintenance safety considerations of the subject section have been addressed. It now appears pertinent to review in detail the present pavement condition, the accelerating deterioration, the evident causes of these and what the future portends in maintenance demands.

The section was essentially constructed in the silt overburden of the Boring and Columbia River lava flows. The former, Boring, flow underlies the southern portion of the project and has a southerly tilt. The northerly portion of the facility lies over the Columbia flow which tilts towards the Willamette River.

Subsurface exploration during preconstruction indicated the silt deposit occurred after the impervious weathered surface of the lava had been eroded away. This erosion provided escape points of concentrated ground water flow for the lava aquifers carrying water from higher elevations. Recognizing the problem posed by these ground water conditions, various corrective measures were provided in the design plans.

The first unit to be constructed, S.W. 14th Ave.-Washington County Line (Grading) and S.W. 11th Ave.-Tigard Interchange (Paving) contained almost 11,000 feet of perforated drain pipe. Placed during grading, the installations were basically directed towards dewatering the roadway substructure. During

paving operations an additional 3,400 feet of perforated drain pipe was placed to relieve developed soft spots in the subgrade. Drainage of infiltrated water in the pavement structure was provided for through use of an open graded base aggregate and subgrade relief openings in the storm sewer inlets.

Subsequent experience has revealed the inadequacy of this previously accepted design for the area conditions encountered. Excessive pumping and slab failures reflect the deleterious presence of moisture. In the winter period, free water regularly erupts from the joints with the passage of heavy trucks. Drill exploration this past summer during an unusual drought for this sector still revealed free water in some holes. These findings clearly show that excessive degradation of the base aggregate and contamination from the subgrade have seriously impaired the permeability of the base aggregate, effectively trapping any infiltrated water.

Design policy of subsurface drainage for the contiguous unit to the north was materially revised from experience and information gained with the above-described unit. This unit, S.W. Lowell St.-S.W. 21st Ave. (Grading) and S.W. Lowell St.-S.W. 11th Ave. (Paving) largely follows an old abandoned railroad grade. Due to this and also that the most northerly portion lies in a solid rock cut, little subsurface drainage of the roadway substructure was deemed necessary. Most of the seven hundred odd feet of perforated drain pipe installed during grading was used for longitudinal interceptors outside of the curb lines in cuts. The more dramatic design departure made was in the pavement structure subsurface drainage during paving operations.

Where previously passive reliance was placed on a presumably free draining aggregate base and subgrade drain openings in storm sewer inlets to relieve subsurface water concentrations, a more positive effort was made to intercept and evacuate subgrade flow. At spacings of 250 to 300 feet, transverse subgrade cutoff trenches containing perforated pipe and filter material were constructed the full subgrade width. Where subsurface flow was expected to concentrate on the low side of curves or in vertical grade sags in the trenched roadway section, longitudinal perforated drains were placed beneath the curb or gutter lines. Approximately 11,500 feet of perforated drain pipe was used in the unit subsystem.

Deflection tests to detect slab movement, test holes and reduced slab cracking appear to reflect a significantly improved base and subgrade condition. While early indications of slab deterioration and fairly extensive joint failure are evident, the pavement is in generally better condition than the adjacent southerly unit. It is now felt, however, that the early slab movements that were detected and the random cracking probably indicate a decline in the subdrainage system's efficiency presaging failure.

In the analysis of the present pavement condition of the subject section and to provide a basis for the determination of necessary corrective measures, a review of past and current pavement design procedures is necessary. At the time the existing pavement structure was authorized, design procedure for rigid pavement was essentially the application of empirical values. Pavement slabs were nine inches thick for unreinforced concrete and eight inches thick

for reinforced. Base thicknesses were six, nine or twelve inches depending upon the soil support value assigned. The inclusion of traffic coefficients in design analysis was limited to flexible pavement structures and even in this employment, the critical influence of repetitious loadings was hardly recognized as, a truck ADT of 525 was presumed to make provision for the ultimate in pavement structure design. Any additional truck loading was dismissed as negligibly affecting the design. Since the AASHO Road Tests and subsequent related research has proven the fallaciousness of this former thinking, pavement structures of that earlier period have been typed as under-designed.

In applying the current procedures to the subject pavement structure design, the following results are obtained:

The originally limited design truck ADT of 525 is, by the latest actual count, found to be nearly 7,000 with over 50 percent being of the five-axle type. Using therefore the corrected coefficient, the pavement structure design should then have included an eight inch treated base for the twenty-year design period. By reducing the traffic repetitions to reflect the remaining design period, the total fatigue percent would then only require a six inch treated base to provide serviceability to the end of the design period. In considering the foregoing then, a justified and reasonable corrective measure is to overlay the section with that amount of asphaltic concrete as final stage construction.

At this point it now appears appropriate to fully discuss maintenance in terms of both cost and safety as applied to the subject section. Recent cost figures indicate that a typical joint repair crew can be expected to repair about 200 lin. ft. of joint per day at $3.42 per foot. A nine man surface repair crew can be expected to repair six square yards of surface per day at a current cost of $98.50 per square yard. Because of peak hour traffic conditions previously described, work is restricted to hours between 9:00 A.M. and 3:30 P.M. Further, as the nature of the work requires good weather, it is assumed 132 workdays a year would be available.

Therefore, using the expected daily production figures given above for each crew; the joint repair crew could repair about 26,400 lin. ft. of joint a year at a cost of approximately $90,000.00 and the surface crew could repair about 792 square yards a year of wearing surface at a cost of approximately $79,000.00. It is estimated that there are 35,150 lin. ft. of joint and 2,700 square yards of wearing surface in need of immediate repair.

To perform the work in one year would require about one and one-half joint crews and nearly four surface repair crews working full time. It is estimated the final cost would be $386,000 and 5,925 man-days of work. This would be an average cost of roughly $75,000.00 per mile for the subject section. It is evident then, that even a "catch-up" program will be prohibitive in cost and will seriously burden the State's capabilities.

As previously shown, it is anticipated that one and one-half or two joint repair crews and four surface repair crews would be needed for a year to effect restoration of the section's rideability. Because of the traffic volume, closure of one lane at a time is the most desirable procedure. This has been found to be possible with only the number 1 or outside lanes where the ten foot shoulder provides working room for personnel and equipment. Work on either the number 2 or 3 lanes requires both their closures for reasons of safety and working room. As stated, this is true even of the number 3 or median lanes due to the narrow three foot barrier offset. The safety conditions thereby created for both the motoring public and the maintenance personnel may only be classed as a situation with extremely high risk.

In summation, the following conclusions are drawn:

1) The pavement condition is poor with general joint failure throughout the section. Rocking and pumping of slabs is extensive with a considerable amount of cracking and failure, particularly in the S.W. 11th Ave.-Tigard Interchange Unit. Evidence shows this has been caused by three major factors: a) A high volume of truck traffic with over fifty percent of the five-axle type; b) Residual water in the pavement structure due to the failure or insufficiency of subdrainage; and, c) An under-designed pavement structure in respect to the present state-of-the-art.

2) Extremely poor rideability in the outside or truck lanes has critically altered traditional lane usage and speeds with a resultant sharp decline in operating safety.

3) Unforeseen and excessive pavement wear by studded tires has seriously reduced skid resistance and enhanced hydro-planing conditions throughout the entire section. Two experimental projects to improve the skid resistance resulted unsatisfactorily.

4) The imminent probability of the dedication of mass transit bus lanes will further compromise operating safety.

5) The present maintenance needs in joint and wearing surface repair drastically exceed the State's available resources and capabilities. Actual maintenance costs to-date are five times the average for the rest of the Interstate rigid pavement in Oregon.

6) Nor, has restoration of rideability through surface repair proven durable on the progressively deteriorating pavement structure. The problem lies in the basic structural inadequacy of the pavement for the traffic loadings.

7) Relief from the high volume of heavy through truck traffic before the end of the design period by the completion of I-205 does not appear probable.

8) Analysis of the original pavement structure design using current procedures and data indicates an eight inch treated base should have been included in the design.

Recommended corrective measures now deemed necessary and justified to provide serviceability for the remainder of the twenty year design period for the subject section are as follows:

1) Remove 11,000 square yards of broken and cracked pavement and replace with asphaltic conrete.

2) Stabilize 660 lane stations of slab presently rocking and pumping by asphalt undersealing.

3) Install 17,000 lin. ft. of perforated drain pipe to dewater the pavement structure.

4) Overlay the subject section with six inches of asphaltic concrete pavement with a one inch open-graded plant mix seal.

5) Construct new curbs, adjust the existing storm sewer system and perform such other incidental work as may be required.

REPORT
(Summary of Appendices A through F)

Supporting data for the requested overlay of the West Marquam Bridge Interchange-North Tigard Interchange of Interstate 5 is contained in the six appendices, A, B, C, D, E and F. Summaries of said appendices are as follows:

Appendix A

Condition Survey, Harbor Drive-North Tigard Interchange
C. J. Gregg, Base Design Engineer

The existing pavement structure is an 8" reinforced concrete slab with either a 9" or 12" coarse crushed base including a cushion course (Attachments A-1, A-1a and A-1b).

Using the present OSHD design procedures for rigid pavement, current traffic analysis (A-3 through A-3i) and pavement structural material criteria (A-2 through A-2n), failure of the section would occur before the end of the design period (A-4). Again using the same foregoing criteria but adding six inches of treated base still resulted in failure before completion of the design year (A-4a). It is only by reducing the traffic repetitions from the conventional twenty-year design period to the remaining authorized time period of eight years (1973-1980) that sufficient reduction of the percent fatigue value is effected that will successfully maintain traffic serviceability through the 1980 design year (A-4b).

Investigation of the subsurface water problem indicates a permeability coefficient for the base material under the P.C. concrete of 0.52 to 1.11 ft./day (A-2b and A-2h). Tests of the base material under the A.C. shoulders indicate permeability coefficient from 0.39 to 1.80 ft/day (A-2a). Free water was encountered in several test holes.

Deflection measurements taken at slab joints to determine rocking or tilting (A-5 through A-5c) indicated the northern-most unit (Harbor Dr.-Lowell St.) to be quite stable, the central unit (Lowell St.-S.W. 11th Ave.) had areas of noticeable slab movement and the southerly unit (S.W. 11th Ave.-No. Tigard Interchange) possessed a definite problem in slab rocking.

The summarized conclusions and recommendations are (1) a 6" asphaltic concrete overlay with a 1" open graded plant mix seal is needed to adequately complete the twenty-year design period, (2) an adequate drainage system is required to relieve the subsurface water problem, (3) portions of the Lowell St.-S.W. 11th Ave. unit and all of S.W. 11th Ave.-No. Tigard Interchange unit require asphalt undersealing to stabilize slab movement and (4) selected areas of the outside or truck lane which have deteriorated beyond repair require complete removal and replacement with a structural section consisting of a 4" aggregate base, 14" asphaltic concrete base and 2" asphaltic concrete wearing course.

Appendix B

Geologic Report, Harbor Drive-No. Tigard Interchange
F. W. Yarbrough, Soils and Geology Engineer

Geological analysis of the subject project route indicates construction occurred in a silt deposit overlying the Boring and Columbia River lava flows for nearly the entire project length. The lava flows, acting as aquifers for water inflow from higher elevations, dip, in the Boring case, with the surface ground slope and, in the case of Columbia River flow, towards the Willamatte River. Erosion of the weathered and probably impervious surface of the lava prior to deposit of the silt layer has provided concentrated points of escape for the lava born water (Geologic map and cross section attached).

Of the 116 drill hole logs made before construction, 26 logs indicated water was encountered during drilling but only two logs mentioned the water level when drilling had been completed. It is observed, however, that the then Soils Engineer was aware of the saturating conditions in that two hand-written memorandums (copies attached) pertaining to the pavement structure design specifically point up the need to provide adequate subsurface drainage.

Wet spots in cut slopes during the early summer when adjacent areas have dried indicate extraordinary ground water feed. The Slavin Slide which persisted for three years after construction and the Iowa Street Slide which occurred two years ago are examples in instability caused by excessive seepage pressure in the cut slope.

It is concluded that, "...the relationship between the basalt aquifer, the overlying silt, the long longitudinal grades, and the long rainfall season makes the subgrade drainage here as critical as can be found in any other geologic situation."

Appendix C

Truck Trends, West Marquam Bridge-North Tigard Section
John Hanks, Traffic Analyst Engineer

The report is an analysis of traffic growth on the subject section with particular attention to truck volume trends for the 1967-73 period. Attached is a tabulation of recordings at three sites on I-5 of which only one is on the subject project to illustrate the truck increase.

While the ADT has increased 35 percent, total truck traffic has increased 67 percent and five-axle trucks have increased 103 percent. Fifty-three percent of all heavy trucks are the five-axle truck-trailer combinations having average gross weights of 67,000 lbs. The average weight of the load carrying tandem axles is 28,800 lbs.

The report concludes that, "This substantial increase in truck volume, especially the five-axle truck-trailer combinations, has contributed significantly to the pavement failure on the subject section of Interstate 5."

Appendix D

Surface Condition, No. Tigard Interchange-Marquam Bridge Section
L. W. Rulien, Regional Engineer and Rolly Call, Assistant Regional Geologist

The memorandum of transmittal by the Regional Engineer for the attached narrative report, field geology report and pavement photographs

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The memorandum of transmittal by the Regional Engineer for the attached narrative report, field geology report and pavement photographs

includes a visual condition evaluation by the Regional Engineer. Personal observation indicates that, "... with even fairly long commitments of man hours and money to a maintenance effort, that the serviceability of portions of this section of I-5 is declining." and, "...the condition is deteriorating at an accelerating rate." It is further opined, "...that substantial portions of the outside lane will need to be replaced and that during this replacement adequate subgrade drainage will need to be provided."

The narrative report shows joint spalling became excessive a few years after construction and joint failures are quite evident in photographs from a recent aerial survey. Removal of broken pavement reveals excessive water as a prime cause of subgrade failure and pavement breakup. Typical examples of pavement failure are shown in attached pictures.

Unit maintenance costs have risen rapidly in recent years; joint repair has increased from $2.00/lin.ft. in 1970 to $3.42/lin.ft. at present and wearing surface repair has reached $98.50/sq.yd.

The extraordinary maintenance demands of the section are graphically demonstrated in that with 132 weather permitting work days, a joint repair crew can be expected to repair 26,400 lin. ft. of joint a year at 200 lin. ft. per day and a patching crew may be expected to repair 792 sq. yds. of damaged concrete a year at six sq. yds. per day. It is estimated that approximately 35,150 lin. ft. of joint and 2,700 sq. yds. of pavement are presently in need of immediate repair.

The total estimated cost and man-days to effect surface repair is $386,200 and 5,925. A remedial measure possible to slow down joint and surface failure is the installation of 5,600 lin. ft. of perforated subdrains at an estimated cost of $34,400.

In conclusion, the narrative holds that the scope of the problem is beyond the capabilities of the maintenance personnel and resources available and the poor subgrade condition and slab settlement has rendered patching work ineffective in solving the problem.

(Attachment, Field Geology Report)

Test pits and samplings at various locations over the subject project indicated free water conditions in fifty percent of the sites. Core samples of the PCC pavement showed depths of 7.1, 7.9, 7.7, 7.7 and 7.9 for the specified 8 inch depth. Results of the sampling appear to verify prior statements of inadequate base and drainage causing deterioration of the section.

Appendix E

Surface Maintenance Costs, Tigard-Marquam Bridge Section
Art Lee, Administrative Assistant

Cost Keeper records of surface maintenance (tabulation attached) indicate total cost for the rigid type of pavement since the project was opened to traffic has been $148,680 for the approximate ten year period. This averages to be $14,868 per year or $2,478 per mile. In the past five year period, costs have averaged $21,952 per year or $3,658 per mile, an increase of 47 percent over the ten year average.

Costs in the recently finished 1972-73 fiscal year were $37,286 or $6,214 per mile. This was an increase of 150 percent over the ten year average. (Average costs for all of the seventy odd miles of rigid pavement on the Interstate System in Oregon have been approximately $455 per mile).

Appendix F

4" Overlay and A.C. Overlay of Existing P.C.C. Pavement
No. Tigard Interchange-Marquam Bridge Section
Jack Rowland, Inventory and Needs Engineer and W. W. Reed, Senior Designer

Approval to overlay the section was requested in the 1970 and 1972 Estimates. It was not included in the 1974 Estimate because of time limitations in producing the justification information.

The portion of the appendix reviewing the current FHWA policy position denying funding eligibility to overlay rigid pavement holds the policy to be unsupported by the documentary evidence cited, IM 21-1-67 and CM dated May 9, 1967, and inconsistent with the self-proclaimed intent of the FHWA which is, "...that the pavement on the Interstate System highways be at a high level of serviceability both during and at the end of the construction program authorized..."

There are indications the inflexibility of the present policy may be relaxing and direction has been afforded to possible qualifying conditions for approval. This is that support data should substantiate that deterioration

and failure of the facility has been caused by "deficiencies and inadequacies" in the initial design now identifiable through advancements made in the "state-of-the-art", i.e., pavement design, traffic analysis, etc.

It was therefore concluded that exception to the FHWA general policy is possible and, where circumstances warrant, continued submission for overlay funding approval should be made regardless of original pavement type.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1

Section W. Marquam Bridge Int.-N.Tigard Int. Unit
Highway Pacific County Multnomah Prefix 626-1973
Length 5.84 Designer Eriksen-Stenerson Draftsman Date 12-14-73
Signed Fred Eriksen Title Design Team Supervisor

Grading and Drainage

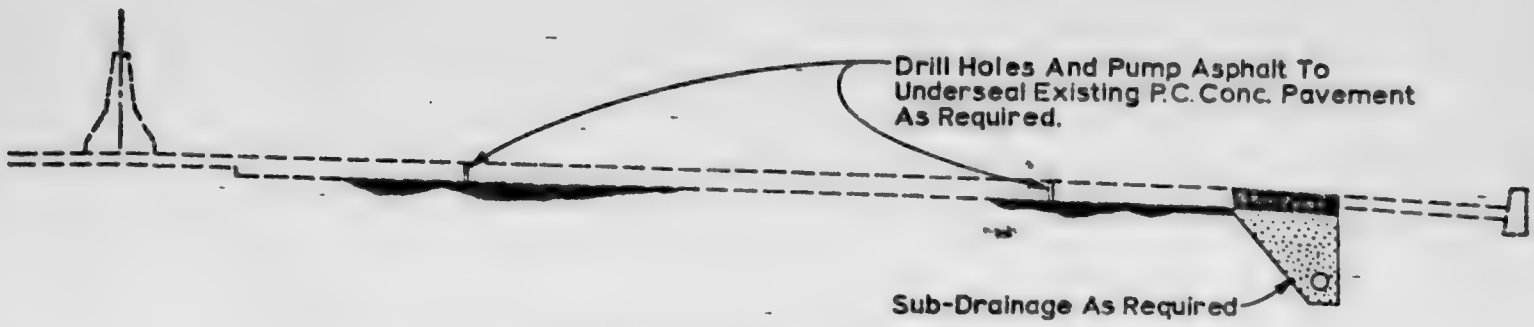
Temp. Protection and Direction of Traffic	$ 450,000.00
Pavement Overlay	2,235,000.00
P.C. Conc. Removal and A.C. Base Repl.	145,000.00
P.C. Concrete Pavement Undersealing	70,000.00
Subsurface Drainage Correction	400,000.00
Adjust Existing Storm System	80,000.00
Structure Adjustments	200,000.00
Incidental Work to Overlay (curbs, guard rail adjustment, etc.)	200,000.00

TOTAL ---------- $ 3,780,000.00

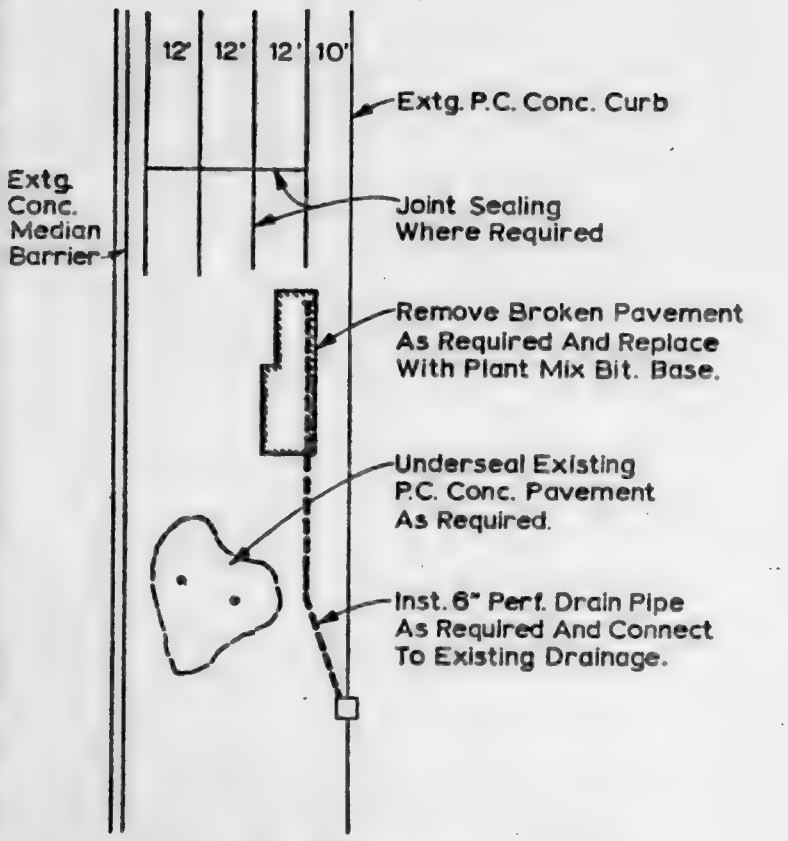
+40% Engineering and Contingencies $ 1,512,000.00

Total Estimated Cost ---------- $ 5,292,000.00

TYPICAL SECTIONS AND DETAILS

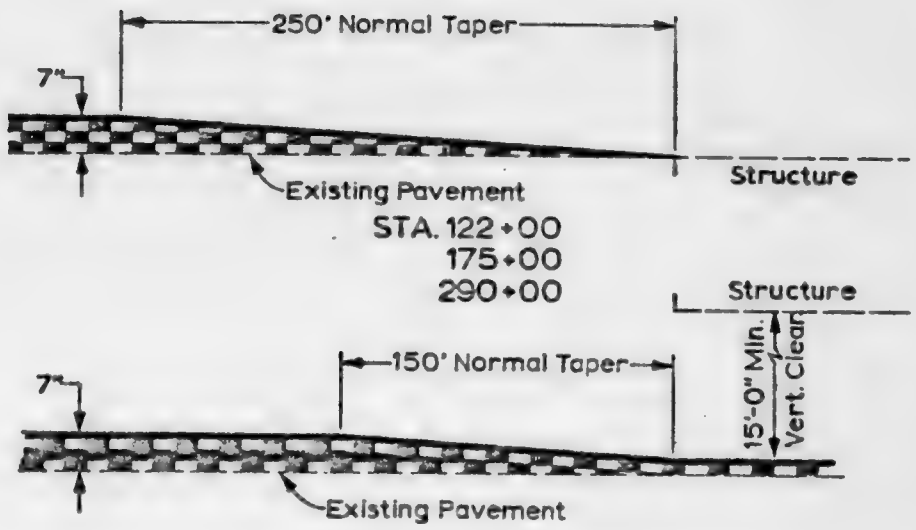


ASPHALT UNDERSEALING



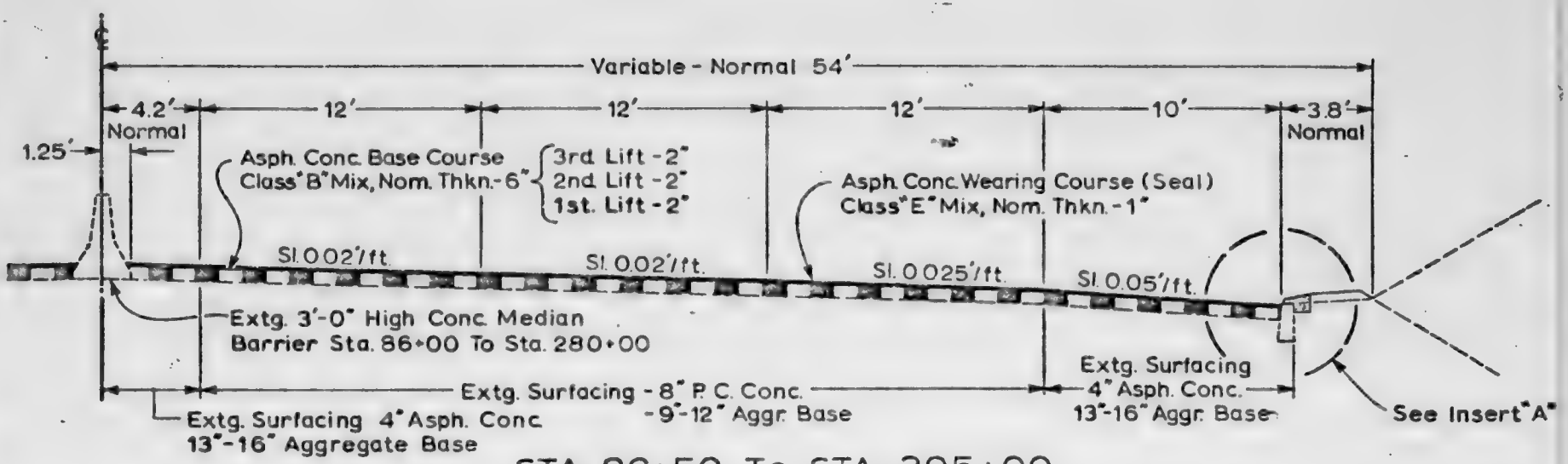
PLAN VIEW

PAVEMENT REMOVAL AND
ASPHALT UNDERSEALING

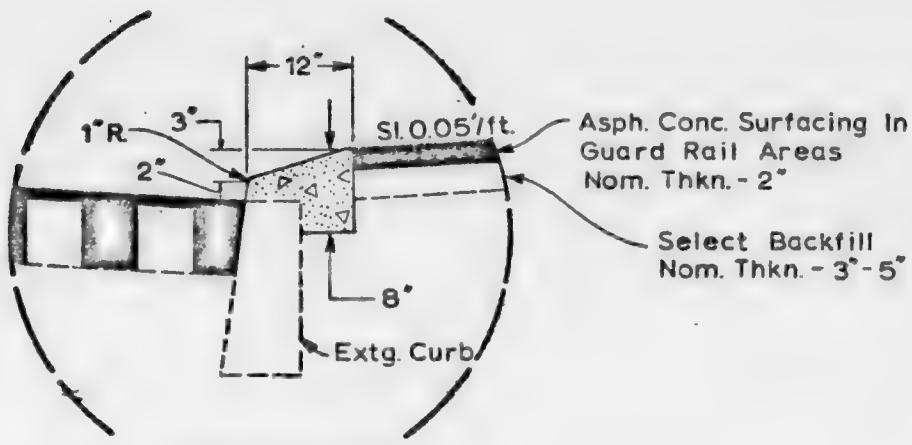


METHOD OF FEATHERING
NEW A.C. PAVEMENT AT STRUCTURES AS REQUIRED

TYPICAL SECTIONS



STA. 86+50 To STA. 395+00



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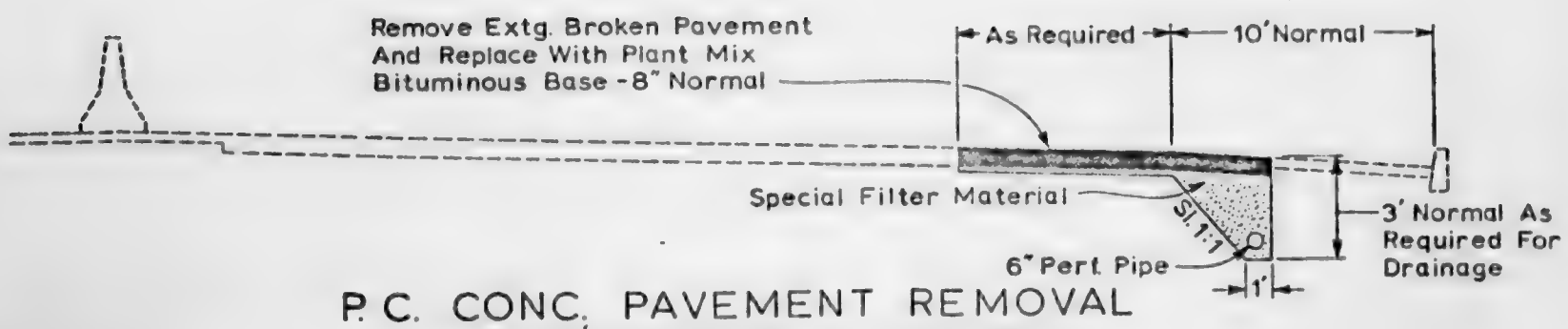


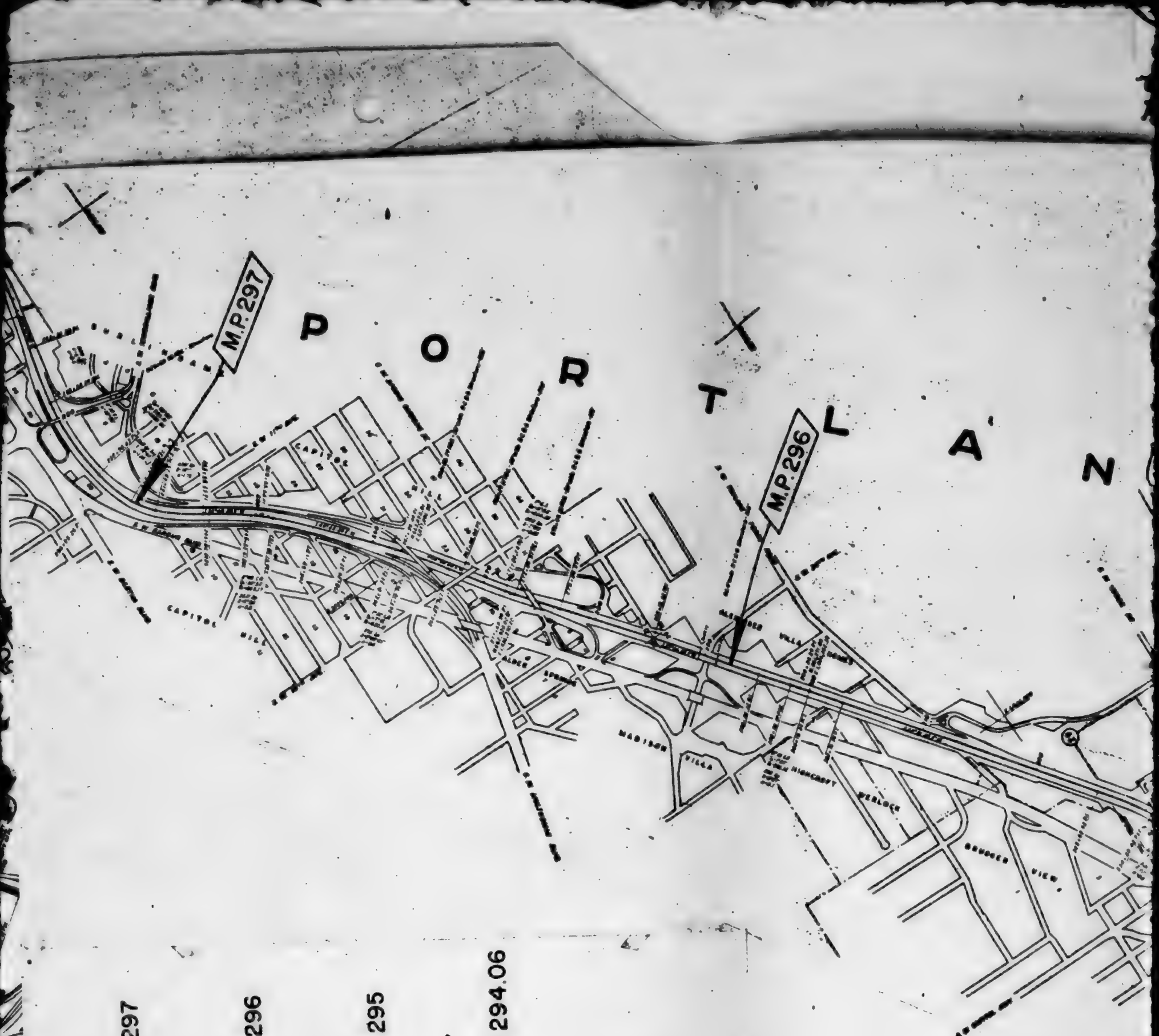
P. C. CONC. PAVEMENT REMOVAL
AND SUB-DRAINAGE AS REQUIRED

STATE OF OREGON
STATE HIGHWAY DIVISION

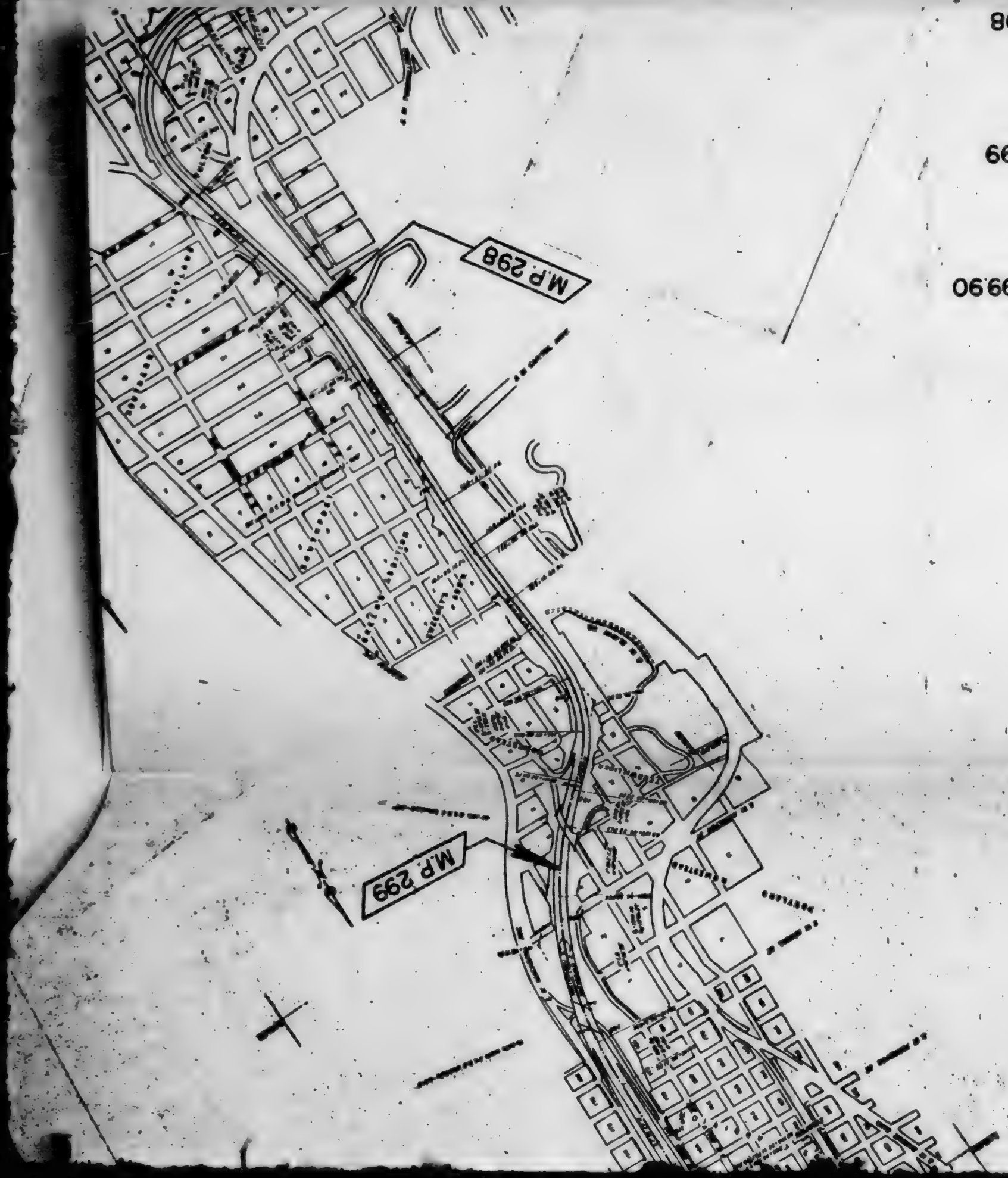
PROJECT SKETCH MAP
PROPOSED STRUCTURAL OVERLAY
WEST MARQUAM INTCHGE.-NORTH TIGARD INTCHGE.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

NOVEMBER 1973

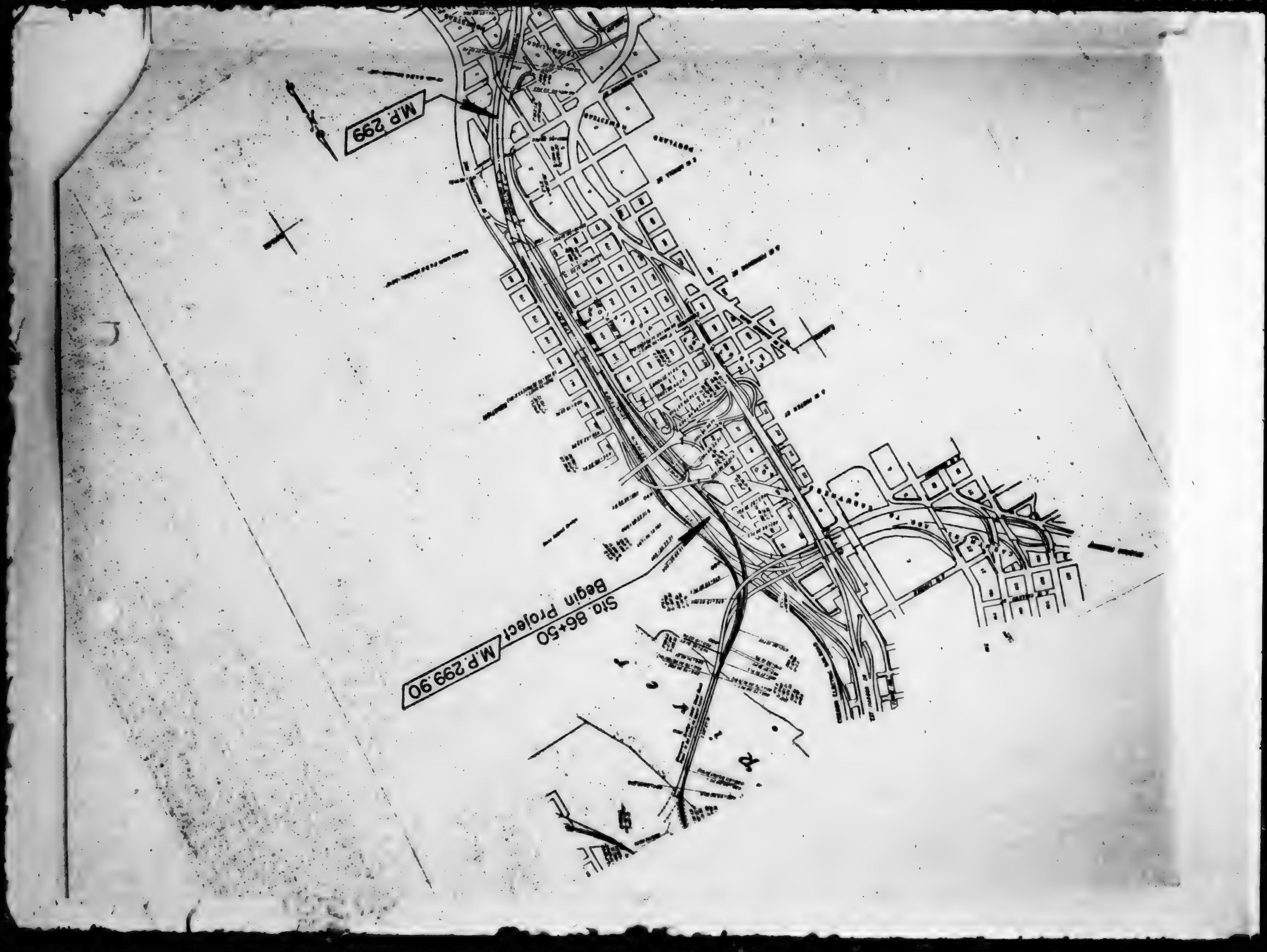
SCALE: 1 in.=800 ft.



M.P. 297	M.P. 296	M.P. 295	M.P. 294.06	Totals
45	5,335	1,810	3,060	11,000 Sq. Yd.
52	84	73	420	660 Lane Sta.
1,365	3,000	6,290	4,480	17,000 Lin. Ft.



Pavement Removal	Sq. Yd.	90	660
Pavement Underseal	Lane Sta.	-	31
Sub-Drainage Pipe	Lin. Ft.	625	1,240


M.P. 299
Sta. 86+50
Begin Project
M.P. 299.90

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1973

TO J. H. Versteeg, Road Design Engineer

FROM C. J. Gregg, Base Design Engineer

SUBJECT Condition Survey
Harbor Drive-N. Tigard Interchange
Pacific Highway (F.A.R. 46)
Multnomah County

Report on the evaluation of the subject section. The proposed project originally was the Harbor Drive-Washington County Line Section and consisted of the three units shown below:

	Date Awarded	Kind of Work	Date Completed	Contract No.
Harbor Drive-Lowell St.	1958	G-P	1960	5296
*Lowell St.-11th Ave.	1960	P	1962	5762
*S. W. 11th Ave.-Tigard Inter.	1958	P	1961	5385

*Graded under separate contracts.

The pavement design on this proposed project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. Our present design procedures and standard specifications on materials and mixes were compared to those used in 1958, 1959, and 1960 to obtain the results shown in the overlay recommendations.

ANALYSIS:

The surfacing thickness for the three sections was eight inches reinforced portland cement concrete with either nine or twelve inches coarse base, including a cushion course. The "As Constructed" plans are attached as A-1, A-1-a, and A-1-b.

A condition survey of the subject section has been completed and the hole logs, laboratory tests of the subgrade soil, base material, and portland cement concrete are attached, A-2 through A-2-n.

The traffic coefficient (80%-six lanes) for the three sections varies, but there is not enough difference in traffic to change the structural

thickness. For computation purposes, the traffic coefficient for Lowell St.-S. W. 11th (middle unit) was used. Traffic analysis is shown as A-3 through A-3-i.

Using the present O.S.H.D. design method for rigid pavement, traffic as indicated above (1960-1980), k value of the subgrade soil from the 1973 condition survey, base material equal to a 1.0" CBE, and a modulus of rupture of 525 psi, currently used for rigid pavement design, which would exceed the standard specifications used in 1958-1960 (about 470 psi), indicated failure of the structural section before the twenty-year design period was completed, see A-4. Using the same criteria as above, and adding six inches of treated material reduced the percent fatigue used, but failure would still occur before the completion of the design period, A-4-a. Again, using the above information, but reducing the traffic repetitions from a twenty-year design to the remainder of the design period, 1973-1980), substantially lowered the total percent fatigue used to a value that would successfully carry traffic through the original planned twenty-year design period, attachment A-4-b.

COMMENTS:

Tests of the base material under the portland cement concrete slab showed a permeability coefficient of 1.11 and 0.52 ft/day, A-2-b and A-2-h. Additionally, five samples were taken in the shoulder area and the permeability tests of the material ranged from a low of 0.39 to a maximum of 1.80 ft/day, A-2-a.

Free water was encountered in several test holes during the drilling operation. Additional information regarding groundwater conditions is covered elsewhere in the report.

Numerous deflection measurements were made at the joints to determine if there was any indication of slab rocking or tilting. Test results A-5 through A-5-c, show Harbor Drive to Lowell Street to be quite stable, Lowell Street to S. W. 11th Ave., had areas where slab movement was noticeable, and tests from S. W. 11th Ave. to N. Tigard Interchange indicated a definite problem with slab rocking.

RECOMMENDATIONS:

A review of the condition survey results shows that by present standards the original structural section was considerably underdesigned. To

correct this deficiency, a six-inch asphaltic concrete overlay is recommended to adequately complete the twenty-year design period. In addition, a one-inch open graded plant mix seal is requested in accordance with F.H.W.A. Notice dated May 28, 1973.

The lack of permeable material in the base and shoulders (conventional base would have permeabilities of six to ten ft/day) and the water problems that are apparent (see the results of the condition survey and other attached reports), bear out the need for placing adequate drainage throughout the section.

Portions of Lowell St.-S. W. 11th Ave., and all of S. W. 11th Ave.-N. Tigard Interchange should be undersealed with a 10-25 grade asphalt prior to placing the overlay.

Areas of the outside or truck lane will have to be removed and replaced as they have deteriorated beyond repair. For the remainder of the design period (1973-1980), a structural section consisting of two inches asphaltic concrete wearing surface, fourteen inches asphaltic concrete base, and four inches aggregate base is recommended.

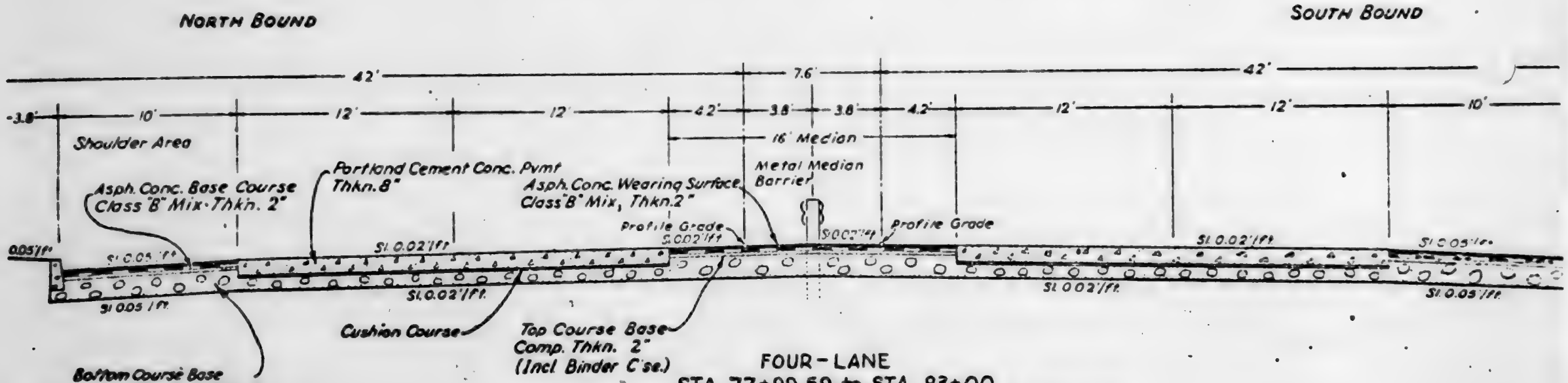
CJG:af

Attachments

cc: Victor D. Wolfe

HARBOR DRIVE-LOWELL ST. UNIT HARBOR DRIVE-WASH. CO. LINE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				Sheet No. 2-B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS Sheet Index
8	OREGON	I-5-6(12)300		

TYPICAL SECTIONS

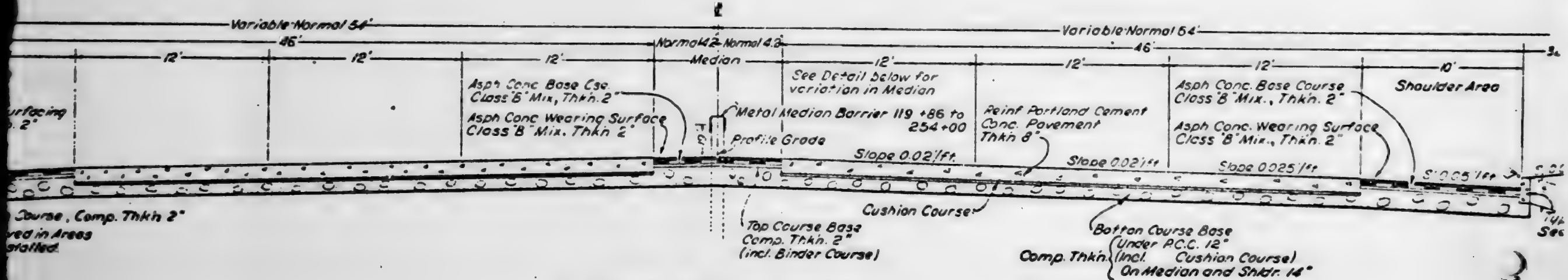


FOUR-LANE
STA. 77+99.59 to STA. 83+00
STA. 83+00 to STA. 92+00 TAPER SECTION
SIX-LANE
STA. 92+00 to STA. 119+00

A-1
A-1-a

LOWELL ST-11TH AVE UNIT HARBOR DRIVE-WASH. COUNTY LINE SEC. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(3)298		See Index

TYPICAL SECTIONS

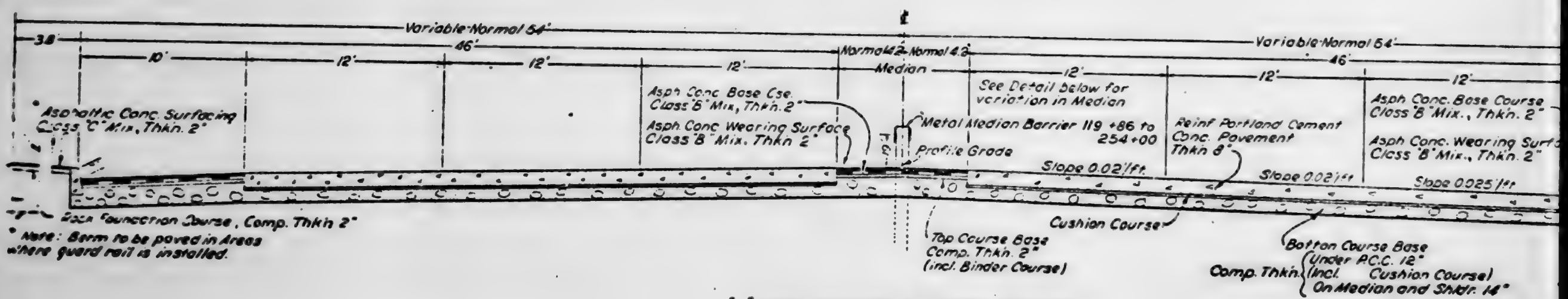


"L" STA. 119 +86 to "L" STA. 245+00

1-1-9

LOWELL ST-1	
HARBOR DRIVE-WASH.	
PACIFIC HIG	
MULTNOMAH	
FED. ROAD Div. No.	STATE
8	OREGON

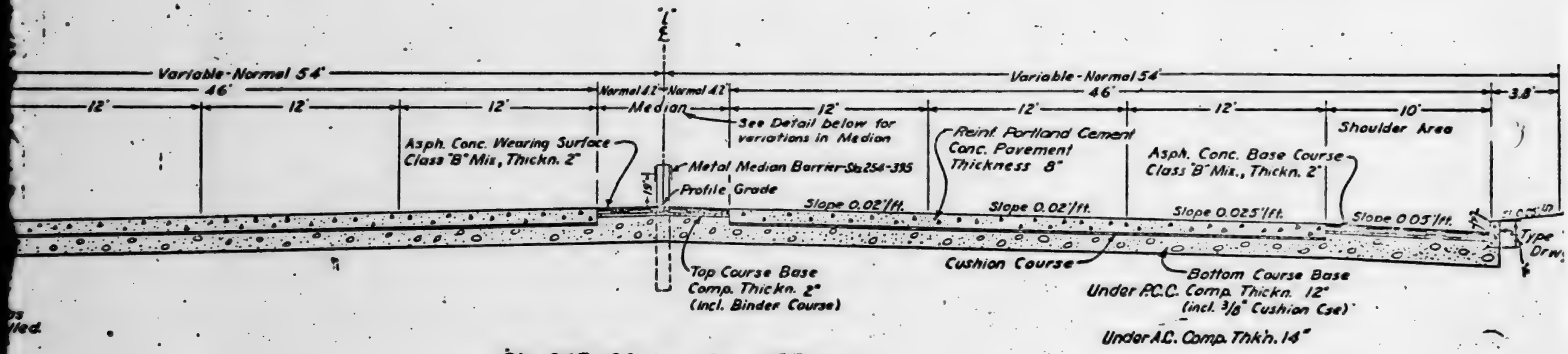
TYPICAL SECTIONS


Variable Normal 54'
38'
46'
10'
12'
12'
12'
Normal 4.2
Normal 4.2
Median
12'
12'
46'
12'
Variable Normal 54'
* Asphaltic Conc. Surfacing Class "C" Mix, Thkn. 2"
Asph Conc Base Cse. Class "B" Mix, Thkn. 2"
Asph Conc Wearing Surface Class "B" Mix. Thkn 2"
Metal Median Barrier 119 +86 to 254+00
Profile Grade
See Detail Below for variation in Median
Slope 0.02'/ft.
Reinf Portland Cement Conc. Pavement Thkn 8"
Slope 0.02'/ft
Asph Conc. Base Course Class "B" Mix., Thkn. 2"
Asph Conc. Wearing Surf
Class "B" Mix., Thkn. 2"
Slope 0.025'/ft
Rock Foundation Course, Comp. Thkn 2"
* Note: Berm to be paved in Areas where guard rail is installed.
Top Course Base Comp. Thkn. 2" (incl. Binder Course)
Cushion Course
Bottom Course Base (Under P.C.C. 12" (Incl. Cushion Course) On Median and Shldr. 14"
Comp. Thkn.

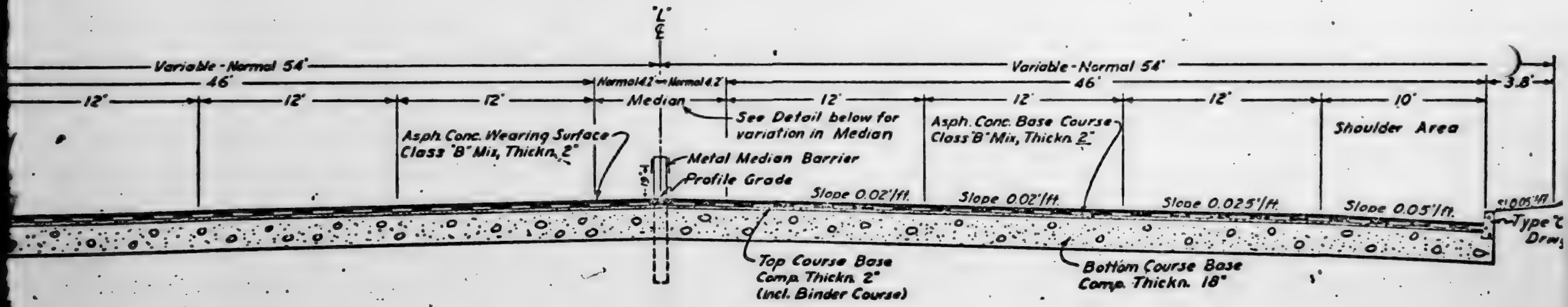
"L" STA. 119 +86 to "L" STA. 245+00

SW 11th AVE-TIGARD INTERCHANGE UNIT HARBOR DRIVE-WASHINGTON CO. LINE SEC. PACIFIC HIGHWAY (R.H. BALDOCK FREEWAY) MULTNOMAH COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(13)295		

TYPICAL SECTIONS



Sta. 245+00 to Sta. 395+00

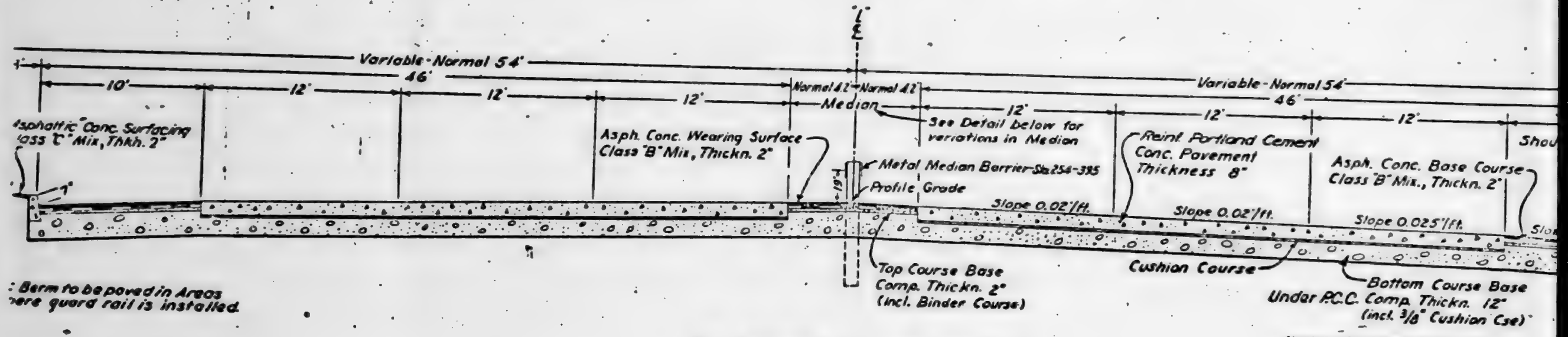


Sta. 395+00 to Sta. 402+00

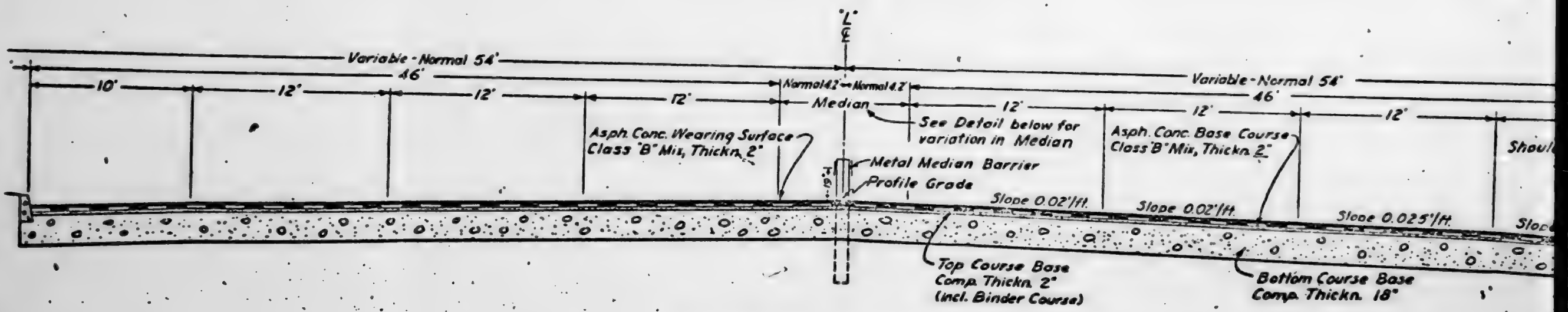
A-1-b

FED. ROAD Div. No.	STATE
8	OREGON

TYPICAL SECTIONS



Sta 245+00 to Sta. 395+00



Sta 395+00 to. Sta. 402+00

Form E-80—(Rev. 8-71)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CONCRETE CORES

Project West Marquam Inter.-North Tigard Inter.
Highway Pacific
Contractor ..... No. .....
Submitted by Dan Gano
Source of Material Pavement
Sampled or inspected at ..... To be used .....
Sampled or inspected by David Brooks Quantity represented .....

Laboratory No. 73-19872 - 75
Data Sheet No. A69190
Prefix 626-1947-910
Laboratory charge $45.00
Date received July 18, 1973
Date reported Aug. 20, 1973

Laboratory No.	73-19872	73-19873	73-19874	73-19875	73-19876
Core No.	1	2	3	4	5
Station	360+06	308+30	171+22	159+05	100+71
Location	37' Lt. NB	35' Rt. SB	35' Rt. SB	36' Lt. NB	27' Rt. SB
Core length, in.	7.1	7.9	7.7	7.7	7.9
Core diameter, in.	4.00	4.00	4.00	4.00	4.00
Specimen length, in.	6.8	7.5	7.5	7.2	7.6
L/D Ratio	1.78	1.98	1.93	1.93	1.98
L/D Factor	0.992	0.999	0.996	0.996	0.999
Area, sq. in.	12.57	12.57	12.57	12.57	12.57
Load, lbs.	63200	59800	98700	115800	93300
Comp. str., psi	4990	4750	7820	9175	7415

Date Tested = Aug. 17, 1973

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Gano
- X Soils & Geology

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

James C. Johnson

A-2

Form E-60—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Permeability

Project West Marquam Inter. - North Tigard Inter.

Highway Pacific

Contractor ..... No. .....

Submitted by Dan Gano

Source of Material .....

Sampled or inspected at ..... To be used .....

Sampled or inspected by David Brooks Quantity represented .....

Laboratory No. 73-22459

Data Sheet No. 69196

Prefix 626-1973-910

Laboratory charge 75 —

Date received 9/10/73

Date reported 9/28/73

PERMEABILITY OF POROUS GRANULAR FINES

Sample No.	Location	Permeability K ft./Day
1	360+06 NB 46' Lt.	0.39
2	159+05 NB 45' Lt.	1.01
3	114+50 SB 46' Rt.	0.94
4	171+22 SB 46' Rt.	1.80
5	308+30 SB 46' Rt.	0.78

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Bothman
- ☐ Resident Engineer
- X ☐ Geology & Soils
- 2X ☐ Files
- X Spec. Gano

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Dublin C. Jamison

A-2-a

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND ~~BITUMINOUS MIXTURE~~

Data Sheet No.: 69191

LABORATORY REPORT NUMBER B18055

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: W. Marquam Int. - N. Tigard Int. | Prefix No.: 626-1947-910

Highway: I-5 | Contract No.: | F.A. Proj. No.:

Contractor: | Res. Engr.: | County: Multnomah

Submitted by: Dan Gano | Sampled by: D. Brook | Date Sampled:

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
A		

AGGREGATE MIX—SIZE, TYPE: Base Rock

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: 360 + 06 N.B. 37' Lt 12" depth

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum	Percent Passing
1½	0	0	100
1	9	9	
¾	7	16	
½	12	28	
⅜	7	35	
¼	11	46	54
4	6	52	
10	15	67	
40	16	83	
80	7	90	
200	4	94	5.7

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . 40 %
☑ T-11 P200 . . . . . 11.7 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Abscrp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 #
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 3.6 in. P20 2.3 % Referee Ht. 4.0 in. P20 1.6
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☑ T-89 LIQUID LIMIT . . . . . 23 Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . . NP Field Prepared ____
☑ OSHD SAND EQUIVALENT . . . . 45 Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Permeability

cc x Gano
x Siadoway
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
2x ☐ Files

SP*51122-731

Material represented by this sample Does ☐ Does not ☐ comply with specifications

TEST FOR PERMEABILITY OF POROUS GRANULAR MATERIAL
Coefficient of Permeability
at 20° C in ft./Day ——— 1.11

Date Received 7-10-73
Date Reported 8-7-73
Lab. Charges $65.50

Engineer of Materials

A-2-6

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND ~~BITUMINOUS MIXTURE~~

Data Sheet No.: 69192

LABORATORY REPORT NUMBER
B18053

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: W. Marquam Int. - N. Tigard Int.
Prefix No.: 626-1947-910

Highway: I-5
Contract No.:
F.A. Proj. No.:

Contractor:
Res. Engr.:
County: Multnomah

Submitted by: Dan Gano
Sampled by: D. Brook
Date Sampled:

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
A		

AGGREGATE MIX—SIZE, TYPE: Base

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: 360+00 N.B. 37' LT.

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☒ T-89 LIQUID LIMIT . . . . . 24 Field Prepared ____
☒ T-90 PLASTICITY INDEX . . . NP Field Prepared ____
☒ OSHD SAND EQUIVALENT . . . [illegible] Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received 7-18-73
Date Reported 7-27-73
Lab. Charges $ 18.00

Justin C. Jackson
Engineer of Materials

A-2-c

cc: Gano
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☒ ☐ Geology and Soils
☒ ☐ Files

SP*54122-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18030
Highway	I-5	Prefix No.	626-1947-910
Contractor		County	Multnomah
	Contract No.	F. A. Project No.	
Submitted by	Dan Gano	Date Reported	July 24, 1973
		Laboratory Charges	$ 10.00

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 360+06. 37' Lt.		
Sampled or inspected at	0" to -13" below subgrade	Data No.	A69193
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks, July 18, 1973	Quantity represented	
Sample	A		

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	46.0					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	40					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	4.5					2	
Class. M-145		Compaction, psi	10					1½	
Organic	%	"R" Value	7					1	
Nat. Moist. 46.0	%	Density pcf	75.3					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20 %, Ht.	in.							4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	
								P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks Stabilometer (T-190) sample was compacted using a metal plate.

Engineer of Materials

SP*65056-734

A-2-d

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18031
Highway	I-5	Prefix No.	626-1947-910
Contractor		County	Multnomah
	Contract No.	F. A. Project No.	
Submitted by	Dan Gano	Date Reported	July 24, 1973
		Laboratory Charges	$ 10.00

REPORT ON SAMPLE OF SOIL

Source of material	360+06, 37' Lt.		
Sampled or inspected at	-13" to -16" below subgrade	Data No.	A69193
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks, July 18, 1973	Quantity represented	
Sample	B		

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	39.2					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	60					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	4.7					2	
Class. M-145		Compaction, psi	10					1½	
Organic	%	"R" Value	3					1	
Nat. Moist. 39.2	%	Density pcf	82.5					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20 %	Ht. in.							4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	
								P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks Stabilometer (T-190) sample was compacted using a metal plate.

Engineer of Materials

SP*66056-734

A-2-e

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18032
Highway	I-5	Prefix No.	626-1947-910
Contractor	Contract No.	County	Multnomah
Submitted by	Dan Gano	F. A. Project No.	
		Date Reported	July 24, 1973
		Laboratory Charges	$ 10.00

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 360+06, 37' Lt.		
Sampled or inspected at	-16" to -20" below subgrade	Data No.	A69193
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks, July 18, 1973	Quantity represented	
Sample	C		

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	39.7					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	52					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
Sand Equiv. T-176		Displacement	4.5					2	
Class. M-145		Compaction, psi	10					1½	
Organic	%	"R" Value	8					1	
Nat. Moist. 39.7	%	Density pcf	82.0					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20 %, Ht.	in.							4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	
								P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks: Stabilometer (T-190) sample was compacted using a metal plate.

Charles C. Parker
Engineer of Materials

SP*85056-734

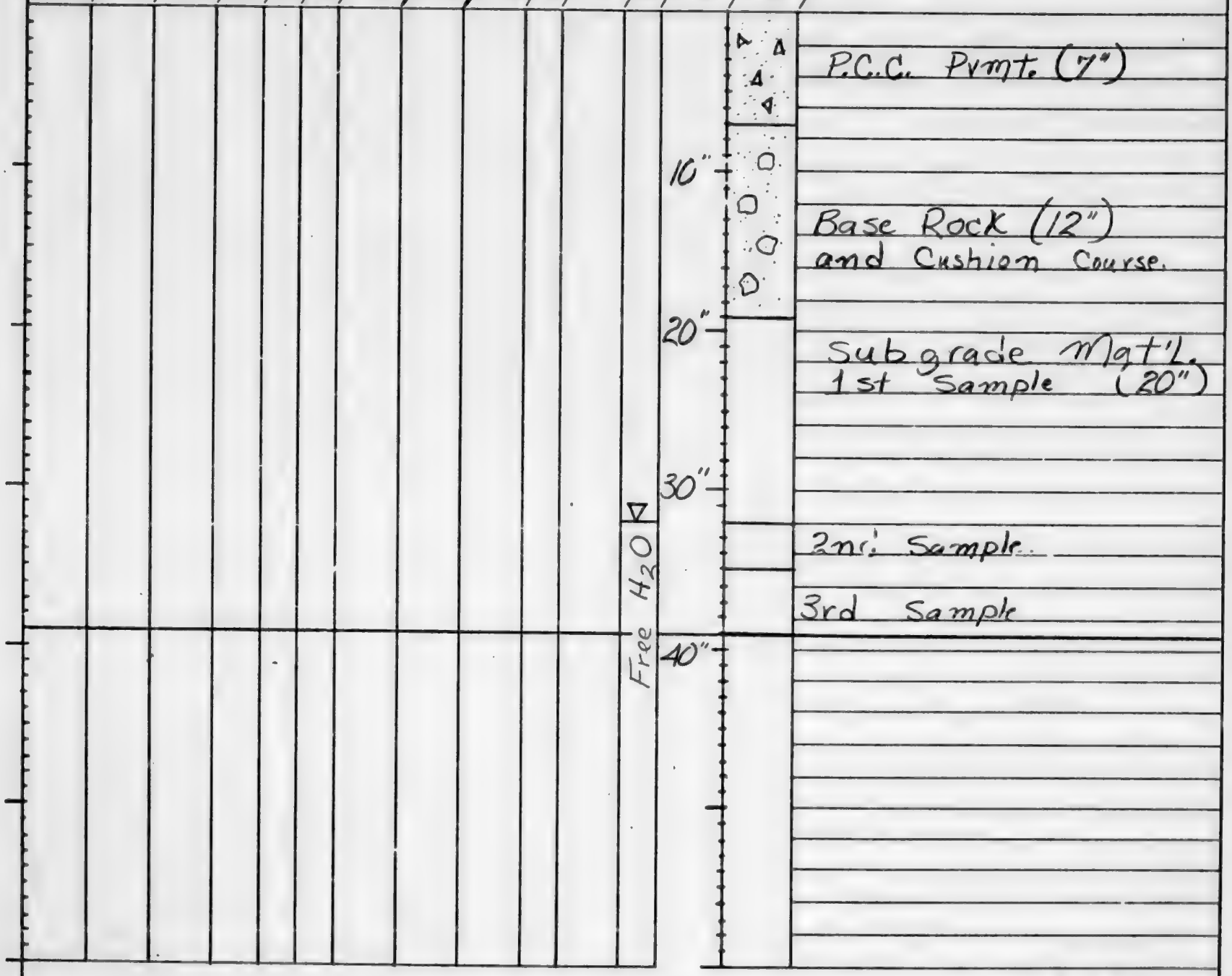
A-2-f

Form E-869 (5-71)

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project West Marquam Int. – North Tigard Int. Hole No. 1
Highway I-5 County Multnomah Sheet 1 of 1
Location N.B 360+06 37' Lt. Prefix 626-1947-910
Ground Elevation _____ Angle _____ Equipment Used Electric Hammer, Hand Auger
Engineer Dan Gano Purpose of Work Overlay Study.
Started 7/17/73 Completed 7/17/73 Drillers _____
Drive Sampler O.D. _____ I.D. _____ Hammer Weight _____ Fall _____
Other Testing Equipment: Type _____ Size _____

ELEVATION	WEATHERING OR STRENGTH VALUES: VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET BLOWS	SAMPLED FT. RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS
															Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.



P.C.C. Pvmt. (7")

Base Rock (12") and Cushion Course.

Subgrade Matl. 1st Sample (20")

2nd Sample

3rd Sample

A-2-9

Logged by David Brooks. Date 7/23/73

SP*67711-734

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-680 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 69191

LABORATORY REPORT NUMBER
B18056

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: W. Marquam Int. - N. Tigard Int.
Prefix No.: 626-1947-910

Highway: I-5
Contract No.:
F.A. Proj. No.:

Contractor:
Res. Engr.:
County: Multnomah

Submitted by: Dan Gano
Sampled by: D. Brook
Date Sampled:

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
B		

AGGREGATE MIX—SIZE, TYPE: Base Rock

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: BCS +30 S 13 35'-Rt. 16" Depth

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
1	9	9	
¾	11	20	
½	11	31	
⅜	9	40	
¼	12	52	48
4	8	60	
10	13	73	
40	14	87	
80	5	92	
#10	4	96	4.2

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . 44 %
☑ T-11 P200 . . . . . 9.9 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 4.3 in. P20 [illegible]% Referee Ht. 1.9 in. P20 [illegible]
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☑ T-89 LIQUID LIMIT . . . . . 24 Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . 1 Field Prepared ____
☑ OSHD SAND EQUIVALENT 3 min = 26 Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: permeability

cc: x Gano
x Siddoway
x☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
x☐ Geology and Soils
2x☐ Files

Material represented by this sample comply with specifications. Does ☐ Does not ☐

TEST FOR PERMEABILITY OF POROUS GRANUAL MATERIAL
Coefficient of Permeability
at 20° C in ft./Day—— 0.52

Date Received
Date Reported 8-7-73
Lab. Charges $ 6.50

A-2-4

Julian C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 69192

LABORATORY REPORT NUMBER

B-18054

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: W. Marquam Int. - N. Tigard Int.

Prefix No.: 626-1947-910

Highway: I-5 | Contract No.: | F.A. Proj. No.:

Contractor: | Res. Engr.: | County: Multnomah

Submitted by: Dan Gano | Sampled by: D. Brook | Date Sampled:

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
B		

AGGREGATE MIX—SIZE, TYPE: Base Rock

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: 308+30 S.B 35' Rt.

REMARKS:

FIELD CONTROL TEST NUMBER: _____

L.L. _____%

P.I. _____%

(¼-10) P¼ _____%

Fracture _____%

S.E. _____

F.F. _____

Asphalt _____%

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

☐ OSHD Asphalt . . . . . _____%

☐ T-27 (¼-10) P¼ . . . . . _____%

☐ T-11 P200 . . . . . _____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE _____ COMPACT _____

COMB: _____% THIS SAMPLE _____% LAB. No. _____ = _____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. _____ Bulk _____ Absorp. _____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ _____ ¾- ⅜ _____ ⅜-4 _____ C.A. _____

4- 8 _____ 8- 16 _____ 16-30 _____

30-50 _____ 50-100 _____ Ledge Rock ____ F.A. _____

☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . _____ Percent Wear _____

☑ T-89 LIQUID LIMIT . . . . . 24 Field Prepared _____

☑ T-90 PLASTICITY INDEX . . . 1 Field Prepared _____

☑ OSHD SAND EQUIVALENT 2[illegible]21 Field Prepared _____

☐ T-182 ASPH. STRIP BRAND _____ Grade _____ Coated _____

ADDITIONAL TESTS:

cc: x Gano
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- X☐ Geology and Soils
- X☐ Files

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 7-[illegible]-73

Date Reported 7-27-73

Lab. Charges $16.00

John C. Jimerson
Engineer of Materials

A-2-i

SD954122-224

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Int. - N. Tigard Int.	Laboratory No.	73-18033
Highway	I-5	Prefix No.	626-1947-910
Contractor	Contract No.	County	Multnomah
Submitted by	Dan Gano	F. A. Project No.	
		Date Reported	Aug. 15, 1973
		Laboratory Charges	$82.50

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 308+30 35' Rt.		
Sampled or inspected at	0° to - 4' 10" Below S.G.	Data No.	69194
To be used		Date received	July 18, 1973
Sampled or inspected by	David Brooks	Quantity represented	
Sample No. A			

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88		
L. L. T-89	58	Moisture %	30.4	28.7	27.7	26.6	Sieve Size	% Total	
P. I. T-90	35	Exudation Press. psi	123	163	179	302	4		
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	0.0	0.0	0.0	0.0	3		
Sand Equiv. T-176	2.79	Displacement	5.4	4.3	4.3	3.7	2		Loss
Class. M-145 Silty Clay	A-7-6	Compaction, psi	10	42	70	115	1½		
Organic	%	"R" Value	4	8	9	13	1	0.0	100.0
Nat. Moist.	%	Density pcf	89.8	91.4	93.8	96.4	¾	0.1	99.9
Los Angeles Abrasion	T-96	Water loss ml.	0	0	0	0	½	0.0	99.9
Grading	% Wear	Comp. water					⅜	0.0	99.9
Oregon Degradation		loss at blows	-	-	-	-	¼	0.0	99.9
P20 %, Ht.	in.						4	0.0	99.9
							10	4.8	95.1
Moist.-Density Relations							40	2.0	93.1
T-99 ☒ T-180 ☐ Harvard ☐							60	1.2	91.9
Dry Density pcf	% Moisture						200	3.0	88.9
							P200		
91.6	21.0								
95.4	23.9								
96.7	25.1								
94.2	27.7								

HYDROMETER ANALYSIS:		Passing No. 10		Total Sample
Particles larger than 2.0 mm.		%	4.9	%
Coarse sand, 2.0 to 0.42 mm.	2.1	%	2.0	%
Fine sand, 0.42 to 0.074 mm.	4.4	%	4.2	%
Silt, 0.074 to .02 mm.	26.9	%	25.4	%
Silt, 0.02 to 0.005 mm.	20.0	%	18.9	%
Clay, smaller than 0.005 mm.	16.7	%	14.5	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Gano
- X Soils & Geology

Remarks: Sample was prepared for testing after partial air drying.

Justin C. Jobin
Engineer of Materials

A-2-j

SP*68056-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18034
Highway	I-5	Prefix No.	626-1947-910
Contractor	Contract No.	County	Multnomah
Submitted by	Dan Gano	F. A. Project No.	
		Date Reported	July 24, 1973
		Laboratory Charges	$ 10.00

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 308+30, 35' Rt.		
Sampled or inspected at	-6" below subgrade	Data No.	A69194
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks	Quantity represented	
Moisture Sample No.	B		

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89		Moisture %	23.9					Sieve Size	% Total
P. I. T-90		Exudation Press. psi	294					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in	6.0					3	
Sand Equiv. T-176		Displacement	3.3					2	
Class. M-145		Compaction, psi	210					1½	
Organic	%	"R" Value	40					1	
Nat. Moist.	23.9 %	Density pcf	99.6					¾	
Los Angeles Abrasion	T-96	Water loss ml.	0					½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows	-					¼	
P20	%, Ht. in.							4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf	% Moisture							200	
								P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks

Engineer of Materials

SP*85056-734

A-2-b

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18035
Highway	I-5	Prefix No.	626-1947-910
Contractor	Contract No.	County	Multnomah
Submitted by	Dan Gano	F. A. Project No.	
		Date Reported	July 24, 1973
		Laboratory Charges	$ 3.50

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 308+30, 35' Rt.		
Sampled or inspected at	-3' 6" Below subgrade	Data No.	A69194
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks	Quantity represented	
Moisture Sample No. C			

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89		Moisture %					Sieve Size	% Total
P. I. T-90		Exudation Press. psi					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in					3	
Sand Equiv. T-176		Displacement					2	
Class. M-145		Compaction, psi					1½	
Organic	%	"R" Value					1	
Nat. Moist. 25.6	%	Density pcf					¾	
Los Angeles Abrasion	T-96	Water loss ml.					½	
Grading	% Wear	Comp. water					⅜	
Oregon Degradation		loss at blows					¼	
P20 %, Ht.	in.						4	
							10	
Moist.-Density Relations							40	
T-99 ☐ T-180 ☐	Harvard ☐						60	
Dry Density pcf	% Moisture						200	
							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks _____

_____
Engineer of Materials

SP*88036-734

A-2-1

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	W. Marquam Inter.-N. Tigard Inter.	Laboratory No.	73 - 18036
Highway	I-5	Prefix No.	626-1947-910
Contractor	Contract No.	County	Multnomah
Submitted by	Dan Gano	F. A. Project No.	
		Date Reported	July 24, 1973
		Laboratory Charges	$ 3.50

REPORT ON SAMPLE OF SOIL

Source of material	Sta. 308+30, 35' Rt.		
Sampled or inspected at	-4' 10" Below subgrade	Data No.	A69194
To be used		Date received	July 18, 1973
Sampled or inspected by	Davis Brooks	Quantity represented	
Sample (Moisture)#	D		

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89		Moisture %					Sieve Size	% Total
P. I. T-90		Exudation Press. psi					4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in					3	
Sand Equiv. T-176		Displacement					2	
Class. M-145		Compaction, psi					1½	
Organic	%	"R" Value					1	
Nat. Moist. 24.1	%	Density pcf					¾	
Los Angeles Abrasion	T-96	Water loss ml.					½	
Grading	% Wear	Comp. water					⅜	
Oregon Degradation		loss at blows					¼	
P20 %, Ht. in.							4	
							10	
Moist.-Density Relations							40	
T-99 ☐ T-180 ☐ Harvard ☐							60	
Dry Density pcf	% Moisture						200	
							P200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2X ☐ Files
- X Soils & Geology
- X Gano

Remarks

Engineer of Materials

SP*88066-734

A-2-m

Form E-869 (5-71)

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION

Project West Marquam Int. - North Tigard ... Hole No. 2
Highway I-5 County ... Sheet 1 of 1
Location S.B. 308+30 35' Rt Prefix G26-1947-910
Ground Elevation ... Angle ... Equipment Used ...
Engineer Dan Gano Purpose of Work ...
Started 7/17/73 Completed 7/17/73 Drillers ...
Drive Sampler O.D. ... I.D. ... Hammer Weight ... Fall ...
Other Testing Equipment: Type ... Size ...

ELEVATION	WEATHERING OR STRENGTH VALUES: TRIAXIAL, VANE SHEAR, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS
															P.C.C. Pvmt. (8")
													10"		Base Rock (10") and Cushion Course
													20"		Subgrade Mat'l. (58")
															1st Sample 24"
													30"		
													40"		
															2nd Sample 60"
													50"		
															3rd Sample 76"
													60"		

76" Bottom.

A-2-n

Logged by David Brooks Date 7/23/73

SP*67711-734

SECTION Harbor Drive-N. Tigard Inter. HIGHWAY Pacific

COUNTY Multnomah DATE 10-16-73

Axle Load Kips	2 Axle TADT = Const.	2 Axle TADT = Rep.	3 Axle TADT = Const.	3 Axle TADT = Rep.	4 Axle TADT = Const.	4 Axle TADT = Rep.	5 Axle TADT = Const.	5 Axle TADT = Rep.	6 Axle TADT = Const.	6 Axle TADT = Rep.	Total 8 -Year Repetitions *
	1973-1980 = 8 years		1960-1980 Traffic								
				SINGLE AXLE							
35							0.09				78
34							0.17				148
32							0.17		—	—	148
30							—	—	14.3		172
28							—	—	14.3		172
26	—	—			—	—	—	—	28.7		344
24	1.75		—	—	3.72		0.44		—	—	1,448
22	5.91		3.10		9.20		6.28		27.4		9,911
20	40.4		86.9		202		419		60.4		419,270
18	128		334		611		2060		349		1,979,108
				TANDEI AXLE							
50			0.55				0.55				614
48			0.55				0.55				614
46			—	—			1.50				1,303
44			1.10				1.75				1,793
42			1.72		—	—	3.80				3,728
40			1.72		5.66		3.29		—	—	3,692
38			0.62		9.09		22.6		28.8		20,788
36			13.8		12.1		78.3		61.4		73,058
34			62.7		35.4		262		62.9		246,479
32			136		145		576		272		547,861
30			61.7		164		292		462		286,343
28			61.7		164		292		462		286,343
26			61.7		164		292		462		286,343

* 8 year repetitions $= \frac{8}{20}$ or 40% of total 20 year repetitions.

A-3

SECTION Harbor Drive-N. Tigard Inter. HIGHWAY Pacific

COUNTY Multnomah DATE 10-16-73

Axle Load Kips	80% 2 Axle TADT = 1140		80% 3 Axle TADT = 620		80% 4 Axle TADT = 180		80% 5 Axle TADT = 2172		80% 6 Axle TADT = 30		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	195			195
34							0.17	369			369
32							0.17	369	—	—	369
30							—	—	14.3	429	429
28							—	—	14.3	429	429
26	—	—			—	—	—	—	28.7	861	861
24	1.75	1,995	—	—	3.72	670	0.44	956	—	—	3,621
22	5.91	6,737	3.10	1,922	9.20	1,656	6.28	13,640	27.4	822	24,777
20	40.4	46,056	86.9	53,878	202	36,360	419	910,068	60.4	1,812	1,048,174
18	128	145,920	334	207,080	611	109,980	2060	4,474,320	349	10,470	4,947,770
TANDEM AXLE											
50			0.55	341			0.55	1,195			1,536
48			0.55	341			0.55	1,195			1,536
46			—	—			1.50	3,258			3,258
44			1.10	682			1.75	3,801			4,483
42			1.72	1,066	—	—	3.80	8,254			9,320
40			1.72	1,066	5.66	1,019	3.29	7,146	—	—	9,231
38			0.62	384	9.09	1,636	22.6	49,087	28.8	864	51,971
36			13.8	8,556	12.1	2,178	78.3	170,068	61.4	1,842	182,644
34			62.7	38,874	35.4	6,372	262	569,064	62.9	1,887	616,197
32			136	84,320	145	26,100	576	1,251,072	272	8,160	1,369,652
30			61.7	38,254	164	29,520	292	634,224	462	13,860	715,858
28			61.7	38,254	164	29,520	292	634,224	462	13,860	715,858
26			61.7	38,254	164	29,520	292	634,224	462	13,860	715,858

A-3-a

TRAFFIC ANALYSIS

SECTION: Harbor Dr.-Lowell St.

HIGHWAY: Pacific

COUNTY: Multnomah

21,000 Present ADT (1958)

9 Percent Trucks (1958)

AXLES	1958 TWO WAY TRUCK ADT	EXPANSION FACTOR	1978 TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	700		1900	1300	450	585,000
3	350		1100	725	1000	725,000
4	120		300	210	1250	262,500
5	725		4240	2483	3180	7,895,940
6	5		60	33	2570	84,810
				4751	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,553,250

TWENTY YEAR EWL 191,065,000

TRAFFIC COEFFICIENT 12.6

	E.W.L.	T.C.
80% AVERAGE ANNUAL DESIGN EWL	7,642,600	8.6
80% TWENTY YEAR EWL	152,852,000	12.2
100% SIX YEAR EWL ('73-'78)	57,319,500	10.9
80% SIX YEAR EWL	45,855,600	10.6

A-3-6

TRAFFIC ANALYSIS

SECTION: Harbor Dr.-Lowell St.

HIGHWAY: Pacific

COUNTY: Multnomah

21,000 Percent ADT (1958)

9 Percent Trucks (1958)

AXLES	1958 TWO WAY TRUCK ADT	EXPANSION FACTOR	1978 TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	700		1900	1300	38.25	49,725.00
3	350		1100	725	81.76	59,276.00
4	120		300	210	105.30	22,113.00
5	725		4240	2483	257.76	640,018.08
6	5		60	33	213.96	7,060.68

4751 TOTAL

18 kip s.a./day	2,132.03
TOTAL AVERAGE ANNUAL 18 kip s.a.	778,192.76
TWENTY YEAR 18 kip s.a.	15,563,855
RATIO	12.276
80% TWENTY YEAR 18 kip s.a.	12,451,084
80% 18 kip s.a./day	1,705.63

A-3-C

TRAFFIC ANALYSIS

SECTION: Lowell St.-S.W. 11th

HIGHWAY: Pacific

COUNTY: Multnomah

26,000 Present ADT (19 60)

8.9 Percent Trucks (1960)

AXLES	1960 TWO WAY TRUCK ADT	EXPANSION FACTOR	1980 TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	850		2000	1425	450	641,250
3	400		1150	775	1000	775,000
4	150		300	225	1250	281,250
5	900		4530	2715	3180	8,633,700
6	5		70	38	2570	97,660

5178 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 10,428,860

TWENTY YEAR EWL 208,577,200

TRAFFIC COEFFICIENT 12.7

	E.W.L.	T.C.
80% Average Annual Design EWL	8,343,088	8.7
80% TWENTY YEAR EWL	166,861,760	12.4
100% EIGHT YEAR EWL (73-80)	83,430,880	11.4
80% EIGHT YEAR EWL	66,744,704	11.1

A-3-d

TRAFFIC ANALYSIS

SECTION: Lowell St.-S.W. 11th

HIGHWAY: Pacific

COUNTY: Multnomah

26,000 Percent ADT (19 60)

8.9 Percent Trucks (1960)

AXLES	1960 TWO WAY TRUCK ADT	EXPANSION FACTOR	1980 TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	850		2000	1425	38.25	54,506.25
3	400		1150	775	81.76	63,364.00
4	150		300	225	105.30	23,692.50
5	900		4530	2715	257.76	699,818.40
6	5		70	38	213.96	8,130.48

5178 TOTAL

18 kip s.a./day	2,327.43
TOTAL AVERAGE ANNUAL 18 kip s.a.	849,511.63
TWENTY YEAR 18 kip s.a.	16,990,233
RATIO	12.276
80% TWENTY YEAR 18 kip s.a.	13,592,186
80% 18kip s.a./day	1,861.94

A-3-e

TRAFFIC ANALYSIS

SECTION: S.W. 11th - N. Tigard Int.

HIGHWAY: Pacific

COUNTY: Multnomah

21,000 Present ADT (19 58)

9 Percent Trucks (1958)

AXLES	1958 TWO WAY TRUCK ADT	EXPANSION FACTOR	1978 TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	700		1900	1300	450	585,000
3	350		1100	725	1000	725,000
4	120		300	210	1250	262,500
5	725		4240	2483	3180	7,895,940
6	5		60	33	2570	84,810
				4751	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,553,250

TWENTY YEAR EWL 191,065,000

TRAFFIC COEFFICIENT 12.6

	E.W.L.	T.C.
80% Ave. Annual Design EWL	7,642,600	8.6
80% Twenty Year EWL	152,852,000	12.2
100% Six Year EWL (73-78)	57,319,500	10.9
80% Six Year EWL	45,855,600	10.4

A-3-f

TRAFFIC ANALYSIS

SECTION: S.W. 11th - N. Tigard Int.

HIGHWAY: Pacific

COUNTY: Multnomah

21,000 Percent ADT (1958)

9 Percent Trucks (1958)

AXLES	1958 TWO WAY TRUCK ADT	EXPANSION FACTOR	1978 TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	700		1900	1300	38.25	49,725.00
3	350		1100	725	81.76	59,276.00
4	120		300	210	105.30	22,113.00
5	725		4240	2483	257.76	640,018.08
6	5		60	33	213.96	7,060.68
				4751 TOTAL		

18 kip s.a./day	2,132.04
TOTAL AVERAGE ANNUAL 18 kip s.a.	778,192.76
TWENTY YEAR 18 kip s.a.	15,563,855
RATIO	12.276
80% TWENTY YEAR 18 kip s.a.	12,451,084
80% 18 kip s.a./day	1,705.63

A-3-9

TRAFFIC ANALYSIS

SECTION: Harbor Dr.-Lowell St.

HIGHWAY: Pacific

COUNTY: Multnomah

35,000 Present ADT (19 63)

8.0 Percent Trucks (1963)

AXLES	1963 TWO WAY TRUCK ADT	EXPANSION FACTOR	1983 TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	1000		2100	1550	450	697,500
3	450		1200	875	1000	825,000
4	200		300	250	1250	312,500
5	1150		5020	3085	3180	9,810,300
6	5		80	43	2570	110,510
				5753	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 11,755,810

TWENTY YEAR EWL 235,116,200

TRAFFIC COEFFICIENT 12.9

	E.W.L.	T.C.
80% AVERAGE ANNUAL DESIGN EWL	9,404,648	8.8
80% TWENTY YEAR EWL	188,092,960	12.6
100% ELEVEN YEAR EWL ('73-'83)	129,313,910	12.0
80% ELEVEN YEAR EWL	103,451,128	11.7

TRAFFIC ANALYSIS

SECTION: Harbor Dr.-Lowell St.

HIGHWAY: Pacific

COUNTY: Multnomah

35,000 Percent ADT (1963)

8.0 Percent Trucks (1963)

AXLES	1963 TWO WAY TRUCK ADT	EXPANSION FACTOR	1983 TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	1000		2100	1550	38.25	59,287.50
3	450		1200	825	81.76	67,452.00
4	200		300	250	105.30	26,325.00
5	1150		5020	3085	257.76	795,189.60
6	5		80	43	213.96	9,200.28
				5753 TOTAL		

18 kip s.a./day	2,623.16
TOTAL AVERAGE ANNUAL 18 kip s.a.	957,454.38
TWENTY YEAR 18 kip s.a.	19,149,088
RATIO	12.278
80% TWENTY YEAR 18 kip s.a.	15,319,270
80% 18 kip s.a./day	2,098.53

SECTION Harbor Drive-N. Tigard Inter. HIGHWAY Pacific
COUNTY Multnomah DATE 12-16-73

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 7
Subbase Depth 12.0" C.T.B. Depth ----
k-Values: Basement 65 Subbase 140 C.T.B. ----
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. 8.0"

Credits	
8.0"	Exist PCC 8.0"
12.0"	" Base 12.0"
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---	---

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	465	0.89	10	195	1950
34	44.2	455	0.87	17	369	2171
32	41.6	440	0.84	40	369	923
30	39.0	420	0.80	120	429	358
28	36.4					
26	33.8					
24	31.2					
22	28.6					
20	26.0					
18	23.4					
TANDEM AXLE LOADS						
50	65.0	435	0.83	50	1,536	3072
48	62.4	420	0.80	120	1,536	1280
46	59.8	405	0.77	270	3,258	1207
44	57.2	390				
42	54.6					
40	52.0					
38	49.4					
36	46.8					
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used

A-4

SECTION Harbor Drive-N. Tig[illegible]l Inter. HIGHWAY 1 Pacific
COUNTY Multnomah DATE 1-16-73

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 7
Subbase Depth 12.0" A.C. Depth 6.0"
k-Values: Basement 65 Subbase 140 A.C. 350
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. 8.0"

	Credits	
6.0"	A.C.	6.0"
8.0"	Exist PCC	8.0"
12.0"	" Base	12.0"
---		---
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Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	380	0.72	1,100	195	18
34	44.2	375	0.71	1,500	369	24
32	41.6	360	0.69	2,500	369	15
30	39.0	345	0.66	6,000	429	7
28	36.4	325	0.62	18,000	429	2
26	33.8	310	0.59	42,000	861	2
24	31.2	290	0.55	130,000	3,621	3
22	28.6	270	0.51	400,000	24,777	6
20	26.0	250	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	345	0.66	6,000	1,536	26
48	62.4	330	0.63	14,000	1,536	11
46	59.8	320	0.61	24,000	3,258	14
44	57.2	310	0.59	42,000	4,483	11
42	54.6	295	0.56	100,000	9,320	9
40	52.0	285	0.54	180,000	9,231	5
38	49.4	270	0.51	400,000	51,971	13
36	46.8	255	----	- - - -	- - -	--
34	44.2	---	----	- - - -	- - -	--
32	41.6	---	----	- - - -	- - -	--
30	39.0	---				
28	36.4	---				

Total % Fatigue Used 166

4-4-a

SECTION Harbor Drive-N. Tig[illegible]l Inter. HIGHWAY [illegible] Pacific
COUNTY Multnomah DATE [illegible]-16-73

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 7
Subbase Depth 12.0" A.C. Depth 6.0"
k-Values: Basement 65 Subbase 140 A.C. 350
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. 8.0"

	Credits	
6.0"	A.C.	6.0"
8.0"	Exist PCC	8.0"
12.0"	" Base	12.0"
---		---
----		----

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	* Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	380	0.72	1,100	78	7
34	44.2	375	0.71	1,500	148	10
32	41.6	360	0.69	2,500	148	6
30	39.0	345	0.66	6,000	172	3
28	36.4	325	0.62	18,000	172	1
26	33.8	310	0.59	42,000	344	1
24	31.2	290	0.55	130,000	1,448	1
22	28.6	270	0.51	400,000	9,911	2
20	26.0	250	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	345	0.66	6,000	614	10
48	62.4	330	0.63	14,000	614	4
46	59.8	320	0.61	24,000	1,303	5
44	57.2	310	0.59	42,000	1,793	4
42	54.6	295	0.56	100,000	3,728	4
40	52.0	285	0.54	180,000	3,692	2
38	49.4	270	0.51	400,000	20,788	5
36	46.8	255	----	- - - -	73,058	--
34	44.2	---	----	- - - -	- - -	--
32	41.6	---				
30	39.0	---				
28	36.4	---				

* Remainder of Design Period (1973-1980)
Based on 1960-1980 Traffic.

Total % Fatigue Used 65

A-4-6

Harbor Drive-N. Tigard Inter.
Pacific Highway I-5
Multnomah County

Harbor Drive-Lowell St.

Mile Point	O.W.T.	I.W.T.	Deflection
M.P. 100+22 S.B.	X		0.006
	X		0.004
	X		0.004
	X		0.004
	X		0.004
	X		0.006
	X		0.004
	X		0.009
	X		0.012
	X		0.006
	X		0.004
	X		0.006
	X		0.006
	X		0.006

Lowell St.-S.W. 11th Ave.

M.P. 155+25 N.B.	X		0.005
	X		0.006
	X		0.025
	X		0.012
	X		0.030
	X		0.028
	X		0.011
	X		0.008
M.P. 159+75	X		0.010
	X		0.004
	X		0.016
	X		0.014
	X		0.022
	X		0.078
	X		0.026
	X		0.010
	X		0.006
	X		0.005
	X		0.020
	X		0.007
	X		0.029
	X		0.017
	X		0.015
	X		0.008
	X		0.005

Harbor Drive-N. Tigard Inter.
Pacific Highway I-5
Multnomah County

Harbor Drive-Lowell St.

Mile Point	O.W.T.	I.W.T.	Deflection
M.P. 100+22 S.B.	X		0.006
	X		0.004
	X		0.004
	X		0.004
	X		0.004
	X		0.006
	X		0.004
	X		0.009
	X		0.012
	X		0.006
	X		0.004
	X		0.006
	X		0.006
	X		0.006

Lowell St.-S.W. 11th Ave.

M.P. 155+25 N.B.	X		0.005
	X		0.006
	X		0.025
	X		0.012
	X		0.030
	X		0.028
	X		0.011
	X		0.008
M.P. 159+75	X		0.010
	X		0.004
	X		0.016
	X		0.014
	X		0.022
	X		0.078
	X		0.026
	X		0.010
	X		0.006
	X		0.005
	X		0.020
	X		0.007
	X		0.029
	X		0.017
	X		0.015
	X		0.008
	X		0.005

Lowell St.-S.W. 11th Ave.

Mile Point	O.W.T.	I.W.T.	Deflection
M.P. 160+18 N.B.	X		0.005
	X		0.006
	X		0.016
	X		0.005
	X		0.005
	X		0.007
	X		0.005
	X		0.004
M.P. 164+97 N.B.	X		0.006
	X		0.005
	X		0.004
	X		0.006
	X		0.006
	X		0.008
	X		0.006
	X		0.005
M.P. 169+77 N.B.	X		0.007
	X		0.005
	X		0.006
	X		0.007
	X		0.006
	X		0.004
	X		0.004
	X		0.008
	X		0.008
M.P. 170+04 S.B.	X		0.004
	X		0.008
	X		0.014
	X		0.013
	X		0.006
S.W. 11th Ave.-Tigard Inter.			
M.P. 299+00 S.B.	X		0.019
	X		0.022
	X		0.020
M.P. 300+30 S.B.	X		0.026
	X		0.027
	X		0.025
	X		0.024
	X		0.022
		X	0.011
	X		0.043

Continued

S.W. 11th Ave.-Tigard Inter.

Mile Point	O.W.T.	I.W.T.	Deflection
M.P. 300+30 S.B. Cont:	X		0.034
	X		0.032
	X		0.032
	X		0.017
	X		0.030
	X		0.008
M.P. 305+20 S.B.	X		0.023
	X		0.027
	X		0.016
	X		0.012
		X	0.006
	X		0.022
	X		0.054
	X		0.022
	X		0.011
M.P. 310+12 S.B.	X		0.018
	X		0.028
	X		0.017
	X		0.014
	X		0.044
	X		0.015
	X		0.030
	X		0.026
	X		0.014
	X		0.014
	X		0.014
	X		0.015
M.P. 315+00 S.B.	X		0.017
	X		0.010
	X		0.014
	X		0.015
	X		0.024
M.P. 355+06 N.B.	X		0.012
	X		0.025
	X		0.015
	X		0.016
	X		0.006
M.P. 360+00 N.B.	X		0.028
	X		0.031
	X		0.010
	X		0.026
	X		0.024
	X		0.029

Continued

A-5-6

S.W. 11th Ave.-Tigard Inter.

Mile Point	O.W.T.	I.W.T.	Deflection
M.P. 360+00 N.B. Cont:	X		0.028
	X		0.020
	X		0.036
	X		0.016
	X		0.027
	X		0.024
M.P. 369+90 N.B.		X	0.012
	X		0.014
	X		0.010
	X		0.020
	X		0.007
	X		0.024
	X		0.006
	X		0.022
	X		0.017
	X		0.031
	X		0.030
	X		0.032
	X		0.033
	X		0.030
	X		0.006
	X		0.040
	X		0.010
	X		0.013
	X		0.037
	X		0.007
	X		0.018
	X		0.030
	X		0.025
	X		0.030
	X		0.025
	X		0.021
	X		0.018
	X		0.017
	X		0.017
	X		0.018
	X		0.072
	X		0.062
M.P. 371+10 N.B.	X		0.023
	X		0.021
	X		0.056
	X		0.020
	X		0.017
	X		0.014
	X		0.013
	X		0.013
	X		0.012
	X		0.014
	X		0.017

A-5-C

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1973

TO J. H. Versteeg
Road Design Engineer

FROM F. W. Yarbrough
Soils & Geology Engineer

SUBJECT Geologic Report
Harbor Drive-N. Tigard Interchange
Pacific Highway
Multnomah County

Attached are a geologic plan and cross section which shows typical geologic conditions along the Marquam Bridge--North Tigard section which tend to cause a saturated subgrade section condition in places along the grade. It shows a silt layer has been deposited over a lava flow along nearly all the section. The lava acts as an acquifer, collecting water from inflow at the higher elevations and passing it through cracks, joints, and flow contacts to outlets at lower elevation.

The Boring lava encountered on the west end of the section tends to dip down the ground slope while the Columbia River lava dips toward the Willamette River. In places, the weathered and probably impervious surface of the Columbia River lava has been eroded away before the silt was deposited, which occurrence tends to concentrate the points of water escape.

Reviewing the logs of drill holes made during the investigation for former construction shows that 26 of 116 logs make some mention of water occurrence during the drilling, although the logs do not indicate that the presence of water was of particular interest. No more than two logs mention the observation of water level after the drilling was completed. However, the Soils Engineer of that day was aware of saturating conditions by the mention of a need for subgrade drainage on one occasion and herringbone drainage in another.

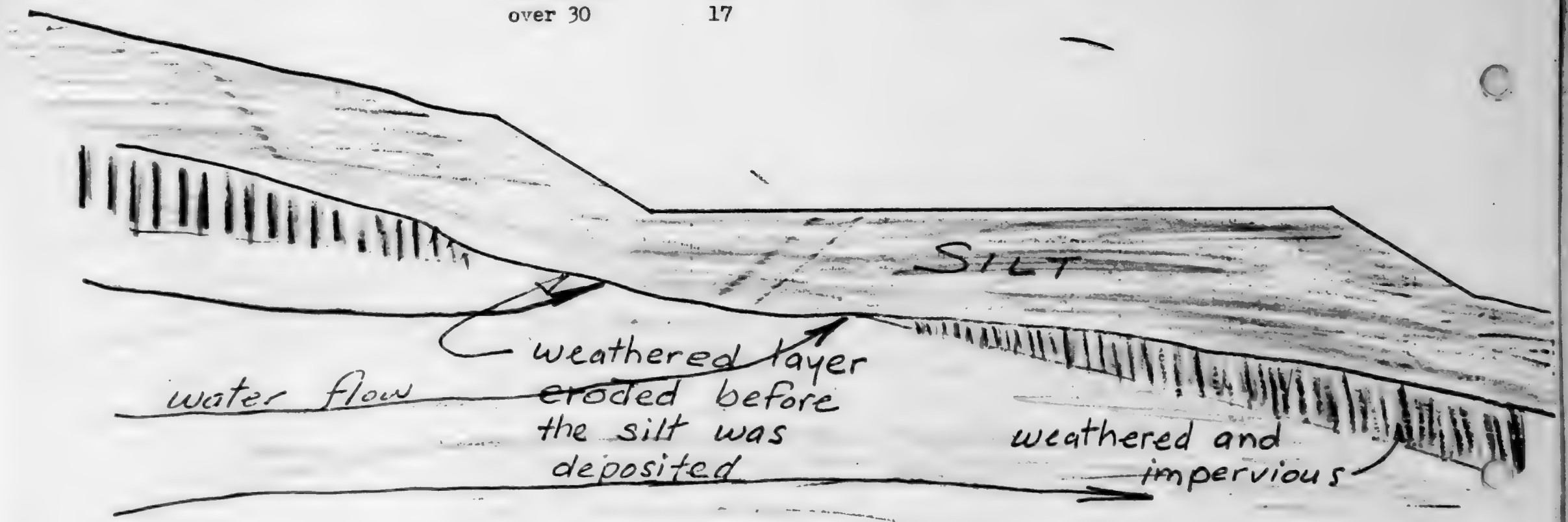
Several wet spots have been observed in cut slopes during the early summer season since construction indicating extraordinary groundwater feed to these areas after adjacent areas have dried. The Slavin Slide which continued at least three years after construction until extensive remedial work was completed, and the Iowa Street Slide which occurred two years ago are examples of instability caused by excessive seepage pressure in the cut slope.

It is likely that the relationship between the basalt acquifer, the overlying silt, the long longitudinal grades, and the long rainfall season makes the subgrade drainage here as critical as can be found in any other geologic situation.

FWY:af

Drill Holes

Depth to Rock	Number of Holes	
0-10'	30	90 dry holes
10 to 20	48	26 wet holes
20 to 30	21	
over 30	17	



GEOLOGY
TYPICAL CROSS SECTION

MARQUAM BRIDGE—
N. TIGARD

R. 1 W.

T. 1 S

T. 2 S

QUATERNARY

Ql = Silt

QTb = Boring Lava

Tcr = Columbia River Basalt

Ql
Tcr

Ql
QTb

Ql
Tcr

Ql
Tt

Ql
Qlb

Ql
Qls

Ql
Qlc

Ql
Qlg

Ql
QTb

Ql
Qlc

Ql
Tcr

Ql
Tt

Ql
QTb

Qal

Qs

Qg

Tcr

Tcr

Tcr

Tcr

ROSS ISLAND

Lake

Oswego

Tualatin

Lake Grove

Landslide deposits

Irregularly arranged blocks of adjoining in a matrix of finer material; blocks retain stratigraphic units involved. Recent and in age

GEOLOGY PLAN

This one goes as the Final Base Design

OREGON STATE HIGHWAY DEPARTMENT
Geology & Soils Section

Hwy. Baldock Freeway Sect. Harbor Drive - Wash. St. Line
County Mult. Sta.

11-20-56

Gave design for PCC to Barker.
Design requested by Edwards.

9" PCC
7" Base
1" Asphalt course

Drains to be placed in sags and on long grades

11-25-56

23 for ramps - A.C.
~~22"~~ 23" for shoulder - ~~24"~~

~~or base~~ centerpiece with angle drainage to left.

11-26-56 Gave this info to Reed Dougherty Room also O.K.'d by Barker

[signature]

Harbor Drive. Wash Co. Line
Portland Salem Expressway
Discussed Design with Barbee
June 21, 1956

Base under PCC is primarily
for drainage purposes.
With 6 lanes of
hill (grade) consid. considerable
water can enter thru pave
cracks.

Recommended
9" PCC
8" Base
17" + 1" allowance of sand cushion

Also to use longitudinal drains
to assist drainage.

Wbarker

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 15, 1973

TO J. H. Versteeg
Design Engineer

FROM John Hanks
Traffic Analyst Engineer

SUBJECT

Truck Trends
West Marquam Bridge-North Tigard Section
I-5 - Portland

In support of the proposed pavement overlays of the subject section, attached is a tabulation showing ADT and truck volume trends for three-year intervals from 1967 to 1973.

The Iowa Street traffic recorder (26-016) is located in the project section 1.0 mile north of Terwilliger Boulevard. Two additional traffic recorder locations, Interstate Bridge and Minnesota Freeway, are also tabulated to illustrate the consistency in the increase in truck volumes. Of particular significance is the substantial growth in the number of five-axle truck-trailer combinations.

Vehicle classification counts at the Iowa Street recorder show the following growth trends during the six-year period from 1967 to 1973.

Year	ADT	Percent Increase	Total Trucks	Percent Increase	5-Axle Trucks	Percent Increase
1967	55,500		3,984		1,727	
1973	74,800	35	6,658	67	3,506	103

A daily increase in total trucks of 2,674 has occurred with 1,779 of that increase in the five-axle category. Fifty-three percent of all heavy trucks are five-axle truck-trailer combinations.

Based on truck weight data obtained on Interstate 5, the average gross weight of loaded five-axle trucks is 67,000 lbs. The average weight of the load carrying tandem axles is 28,800 lbs.

This substantial increase in truck volume, especially the five-axle truck-trailer combinations, has contributed significantly to the pavement failure on the subject section of Interstate 5.

JH:ap
Attachment

TRUCK TRENDS
AT PERMANENT RECORDERS

LOCATION- Interstate Br. #26-004

		FIVE AXLE		ALL TRUCK		MAX/HR.	THREE YEAR DEVIATIONS					SIX YEAR DEVIATIONS			
YEAR	ADT	NO.	%	NO.	%	INBOUND	VEHICLE	FIVES	%	ALL TRUCKS	%	VEHICLE	FIVES	%	ALL TRUCKS
1967	[illegible]	1,351	5.3	4,288	7.6		———	—	—	———	—	———	—	—	———
1970	[illegible]	2,001	5.9	4,606	6.7	176	+12,394	+150	+8.1	+318	+7.4	———	—	—	———
1973	[illegible] 1/	[illegible]	3.7	6102	7.3	257	+14,849	+1,143	+57.1	+1,496	+32.5	+27,243	+1,293	+63.9	+1,814

1/ 1973 ADT estimated based on 6 mo. recorder trends.

LOCATION- [illegible] Freeway Terwilliger Street #26-016 1.0 mile N. of Terwilliger Blvd.

		FIVE AXLE		ALL TRUCK		MAX/HR.	THREE YEAR DEVIATIONS					SIX YEAR DEVIATIONS			
YEAR	ADT	NO.	%	NO.	%	INBOUND	VEHICLE	FIVES	%	ALL TRUCKS	%	VEHICLE	FIVES	%	ALL TRUCKS
1967	[illegible]	1727	3.1	3,284	7.2	N.A.	———	—	—	———	—	———	—	—	———
1970	[illegible]	2,252	3.3	5,284	7.7	N.A.	+13,458	+525	+30.4	+1,300	+32.6	———	—	—	———
1973	[illegible] 1/	3,506	4.7	6,658	8.9	N.A.	+5,822	+1,254	+55.7	+1,374	+26.0	+19,280	+1,779	+103.0	+2,47[illegible]

LOCATION- Minnesota #26-019 @ Ainsworth St.

		FIVE AXLE		ALL TRUCK		MAX/HR.	THREE YEAR DEVIATIONS					SIX YEAR DEVIATIONS			
YEAR	ADT	NO.	%	NO.	%	INBOUND	VEHICLE	FIVES	%	ALL TRUCKS	%	VEHICLE	FIVES	%	ALL TRUCKS
1967	[illegible]	1656	2.9	5,023	8.6	N.A.	———	—	—	———	—	———	—	—	———
1970	[illegible]	2,042	3.0	5,732	8.4	N.A.	+9,773	+386	+23.3	+709	+14.1	———	—	—	———
1973	[illegible] 1/	[illegible]	4.3	7286	9.1	N.A.	+12.423	+1.429	+70.0	+1.551	+27.1	+22.196	+1.815	[illegible]	[illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 14, 1973

TO J. H. VERSTEEG
Road Design Engineer

FROM L. W. RULIEN
Regional Engineer

cc H. S. Coulter
E. S. Hunter
V. D. Wolfe
R. N. Bothman

Versteeg
A. Olson
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 17 1973
ROAD DESIGN SECTION

Do not File
Return To
Bring Up
Other

SUBJECT Surface Condition
Portland Cement Concrete Pavement
N. Tigard Interchange to Marquam Bridge Section
I-5

Attached is a brief narrative report, a group of colored pictures showing various aspects of surface failures, a short report from the Regional geologist, and a sample picture from our aerial coverage, all of which pertain to the deteriorated pavement condition on the subject section.

It seems apparent that with even fairly long commitments of man hours and money to a maintenance effort, that the serviceability of portions of this section of I-5 is declining. From my own observations, the condition is deteriorating at an accelerating rate. It is my opinion that substantial portions of the outside lane will need to be replaced and that during this replacement adequate subgrade drainage will need to be provided. Something will have to also be done to the center and inner lanes. Traffic volumes are so high that a considerable study will need to be made of various detouring and/or staging combinations that will have to be made before the type of reconstruction can be recommended.

I understand that you are and have been dealing with the FHWA concerning a reconstruction of some inadequate concrete between Salem and Eugene. I would suggest that a similar discussion should occur regarding the eligibility of this particular section for an interstate funded correction. I am particularly desirous of approval for a survey authorization which will lead to a corrective proposal for this section. It lies within an area normally considered Metro and it may be that they should work up this job.

Will you please peruse this data and advise if anything more is needed from us at this time, and also advise if we can get a survey effort going to develop suitable correction.

LWR/cr

Attachments

NARRATIVE: PCC Joint and Slab Repairs
North Tigard Interchange-Marquam Bridge Section

Except for a section of eight lanes near the Marquam Bridge Interchange, that part of I-5 under consideration is a six mile section of reinforced concrete six lane highway with paved shoulders. It extends from the North Tigard Interchange to the Marquam Bridge. All but a small portion is signed for 60MPH, passenger-car speed. Each year traffic volume increases with ADT recorded in 1969 and 1971 as follows:

1969		1971	
MP	ADT	MP	ADT
299.41	57,400	300.37	82,600
294.74	44,500	298.24	70,900
		295.43	53,100
		285.83	28,600

There is a heavy percentage of truck traffic.

Beginning a few years after construction spalling of the sawed joints became noticeable, both visually and with regard to rideability. Joint failures are quite evident upon examination of available recent aerial photographs. Random cracking has also occurred as a result of subgrade failure. Upon removal of the damaged concrete, excessive water is found to be a prime cause for subgrade failure and pavement breakup. The attached photographs show typical examples of pavement failure on this section.

Substantial efforts have been made toward maintaining an acceptable riding surface. Primary attention has been given rehabilitation of deteriorating joints and cracks using a mixture of epoxy and No. 4 Joplin Grit. Dependent on the amount of work in a given area and, therefore, the amount of moving ahead, sign relocation, etc., the cost for repairing a joint has risen from $2.00/LF in 1970,

to an estimate of $3.42/LF at present. A typical joint repair crew can be expected to repair 200 LF of joint per day or, assuming weather conditions permit 132 available days per year, about 26,400 LF per year. There are approximately 35,150 LF of joint in need of repair at this time.

Estimates for wearing surface repair reach $98.50/sq.yd. The problems encountered in effecting wearing surface repair seem to be (1) determination of when to stop removal of damaged concrete, and (2) the bond developed by the material used to fill the void is only as good as the parent material. In some cases the new patch has broken up and been beaten out by traffic. The most effective patches have been accomplished by completely removing damaged concrete and replacing it with a full depth patch. Patching crews normally consist of a nine-man crew. High traffic volumes have restricted working time to off-peak hours (9-3:30). In addition, patch curing is effected by weather conditions thereby,restricting work to summer months. Past experience indicates patching crews can place, on an average, six square yards per work day. Assuming 132 available days per year, we can expect 792 square yards of wearing surface that can be rehabilitated per year per nine-man crew: 2,700 square yards of pavement are now in need of repair.

The combined total for pavement and joint repair is estimated to be $386,200 and approximately 5,925 man-days of work. Owing to the condition of the subgrade some type of preventive maintenance seems in order to, at least, slow down the increase in joint and wearing surface failure. One possibility is for the installation of 5,600 LF of perf. drain at a cost of $34,400.

In summary, the scope of this problem is beyond the capabilities of the maintenance personnel and the resources at hand are insufficient to maintain acceptable riding conditions. For the most part, poor subgrade condition and

slab settlement have rendered patching work ineffective in solving the problem. (This conclusion is supported by the attached letter dated September 12, 1973, containing information findings of our regional geologist.) It is recommended a different approach, possibly in the form of major construction, be examined.

In order to facilitate the optimal solution to our problem, we feel it would be most advantageous to receive input from a thorough field survey. In addition to the aforementioned construction problems, we feel that handling of traffic will be a major concern. We are therefore requesting approval to prepare Authority for Survey to study the problem in depth in order that we can then make a recommendation.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 12, 1973

TO GEORGE N. HOPKINS
Regional Maintenance Engineer

FROM ROLLY CALL
Assistant Regional Geologist
Rolly Call

SUBJECT West Marquam Intch.-N. Tigard Intch.
Pacific Highway (I-5)
Multnomah County

Sampling and testing of materials used in construction of the subject section has been completed. Laboratory reports have been received with the exception of those for samples of base rock taken under the existing shoulders. The generally poor appearance of the section has been described and documented by prior reports.

A test pit at southbound station 308+30 35'Rt. revealed eight inch PCC and 10-inch base rock over a plastic clay subgrade with a LL of 58 and PI of 35. The base rock depth at this location is two inches less than the 12 inches specified. No free water was encountered to a total depth of 76 inches and the moisture content of the soil from 18 inches to 76 inches was optimum and below.

A test pit at northbound station 360+06 37'Lt. revealed seven inches of PCC (1" less than specified) and 12 inches of base rock meeting depth specification.

The subgrade material extended from 19 inches to 39 inches where refusal was met on rock. Free water was noted at 32 inches. Although a Proctor test was not run on the subgrade material, moisture content from 39 per cent to 46 per cent would indicate that the material was considerably in excess of optimum moisture.

Sampling of the north and southbound shoulders revealed variable AC depths from $3\frac{1}{2}$ inches to $5\frac{1}{2}$ inches with base rock meeting specifications at one location and exceeding specifications by as much as five inches in the other four tests. Free water was noted at nine inches on the test at south - bound station 308+30 46'Rt. This location is only 11 feet from the test pit (35'Rt.) that was dry to the end of the hole at 76 inches.

Free water was noted at 12 inches in the test at northbound station 360+06 46'Lt. with free water also noted at 32 inches in the test pit nine feet away at 37'Lt. The other three shoulder test sites disclosed no free water.

Laboratory reports show the base rock from the est pits to be quite olean with the fines showing zero to one PI. Sand equivalent values are lower than required by present specifications. PCC cores taken showed depths of 7.1, 7.9, 7.7, 7.7 and 7.9 with specified depth of eight inches.

Compressive strength ranged from a low of 4750 psi to 9175 psi.

Beam deflection tests were run by the Salem Soils Section to indicate movement in PCC slabs and not as a strength determination. A report of these tests is expected momentarily.

Results of recent sampling appears to verify prior statements of inadequate base and drainage causing the deterioration of the subject section.

RC/pw
cc F. W. Yarbrough
Attn: C. Gregg
File

Roll 1 # 20A

North Bound - Break appr. 45' in length
MP 299.57
104+50 ±

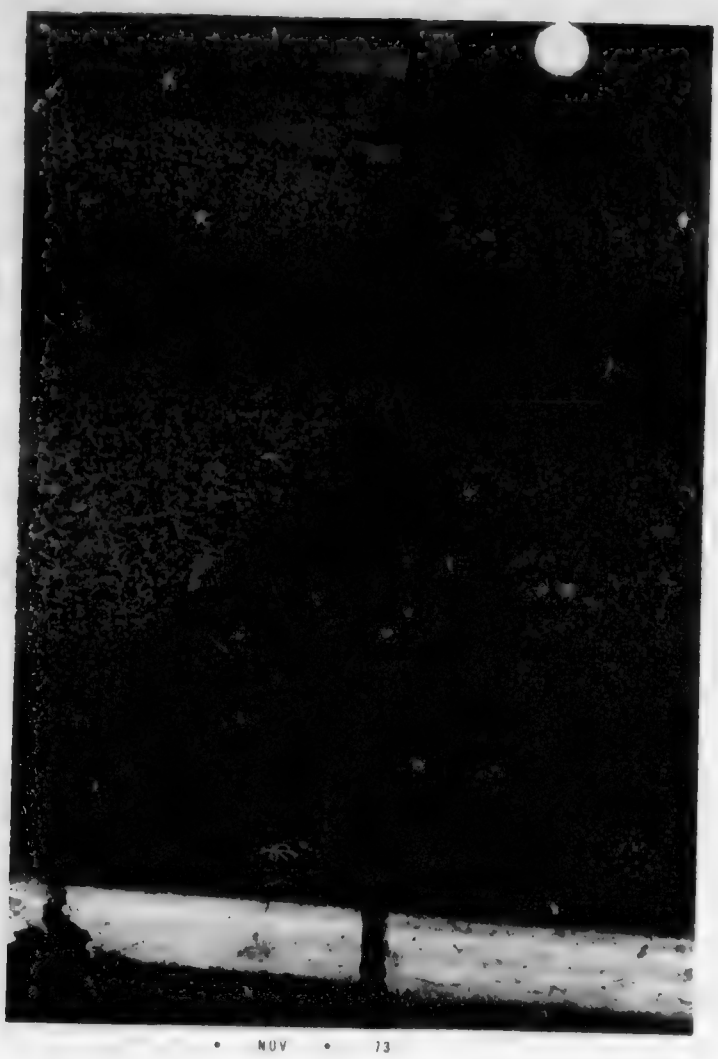
North Bound - joint
MP 299.51
106+25

1
2 T
RT

Roll 1 # 18

NORTH BOUND - GROOVES FROM reinforcing steel wearing through surface
MP 299.02
133+00

North Bound joint
MP 298.69
153+30



North Bound - Joint
MP 298.21
175+35

North Bound - Approx 180' in length
MP 298
186 !

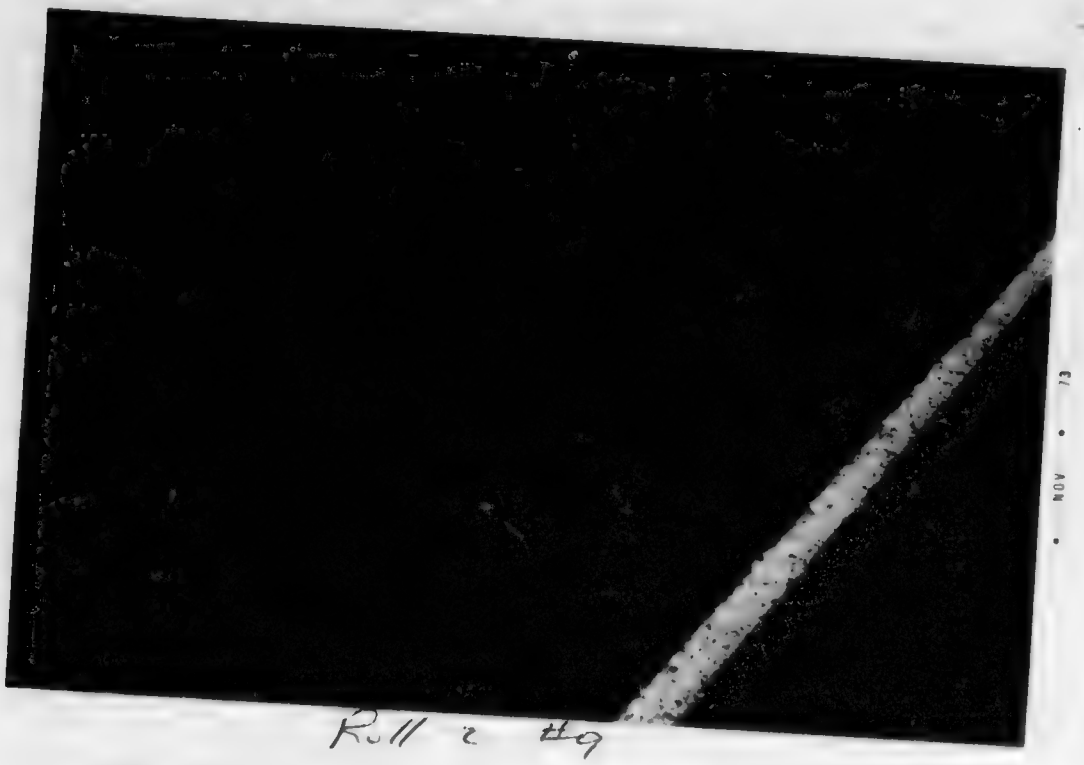
Roll 1 #2

North Bound - joint breakup
MP 297.84
195+50

Roll 6 - 3

South Bound - Right lane,
left wheel track - crack
in pavement
MP 299.39
113+50

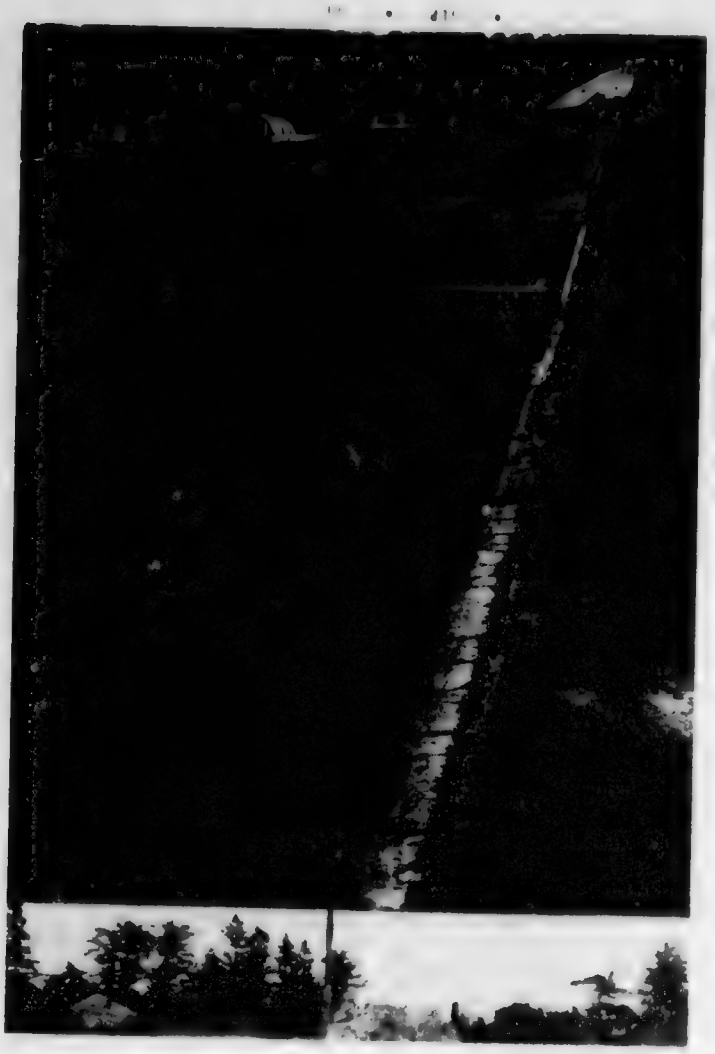
South Bound -
MP 298.62
154+00



Roll 2 #9

South Bound
MP 298.46
162+50

South Bound
Expansion joint on
Bridge
MP 298.17
177+80



BALDOCK FREEWAY

Broken concrete

6/1/73

Southbound
M.P. 296.25

M.P. 296.24

Failure of previous repair.

BALDOCK FREEWAY

Broken concrete

6/1/73

Southbound
M.P. 295.80

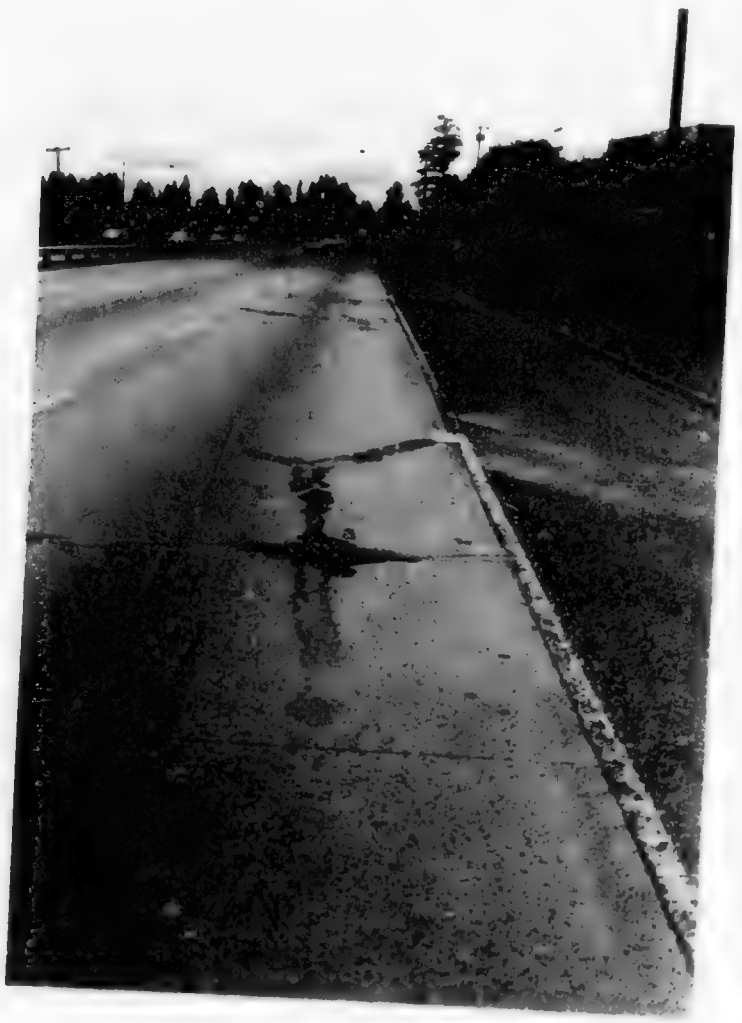
BALDOCK FREEWAY

Broken concrete

6/1/73

Southbound

M.P. 295.78



BALDOCK FREEWAY

Broken concrete

6/1/73

Southbound

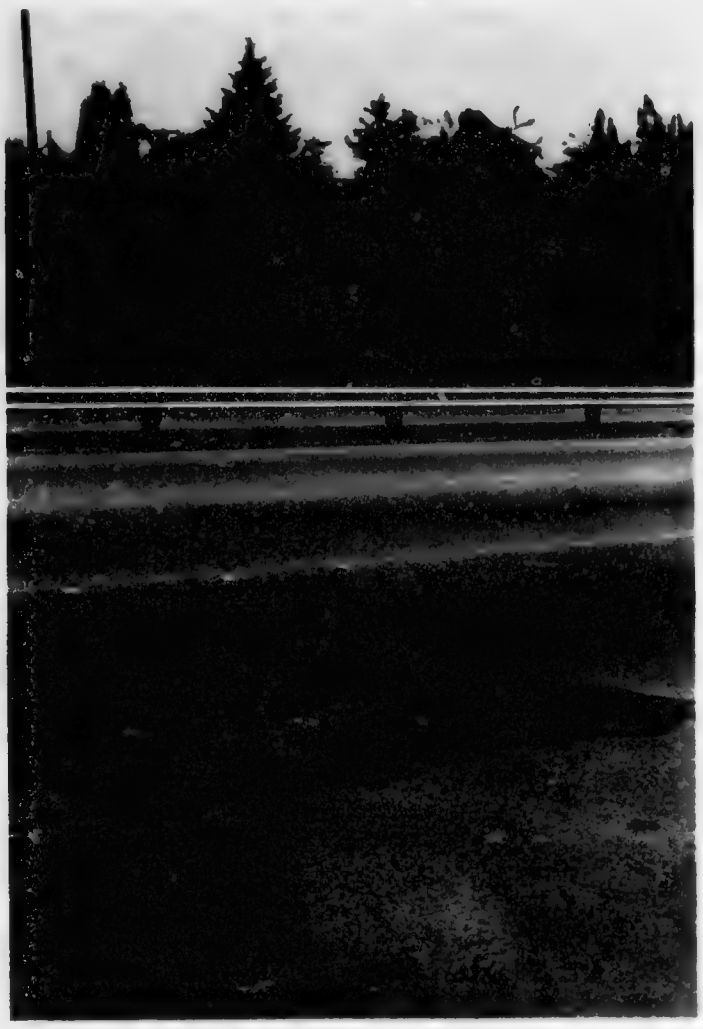
M.P. 295.71

M.P. 295.70

BALDOCK FREEWAY

Broken concrete

6/1/73



Northbound
M.P. 294.80

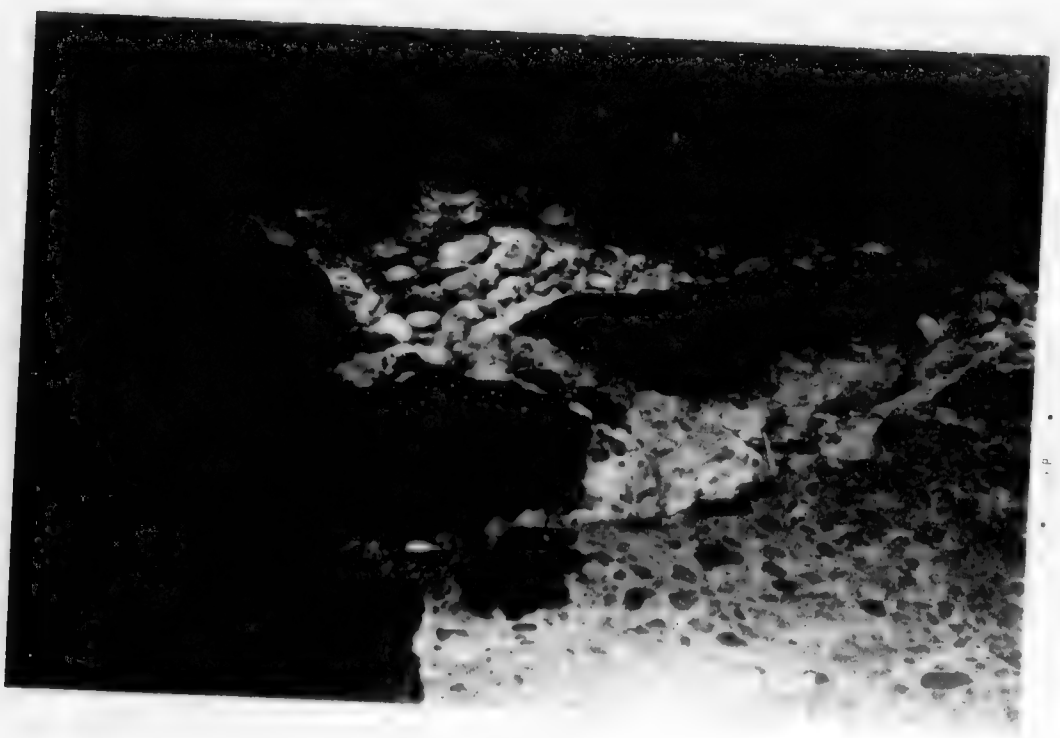
BALDOCK FREEWAY

Broken concrete

6/1/73

Northbound
M.P. 294.73

In closeup below, note the exposed steel rebar. Pen shown in picture is 5" long.

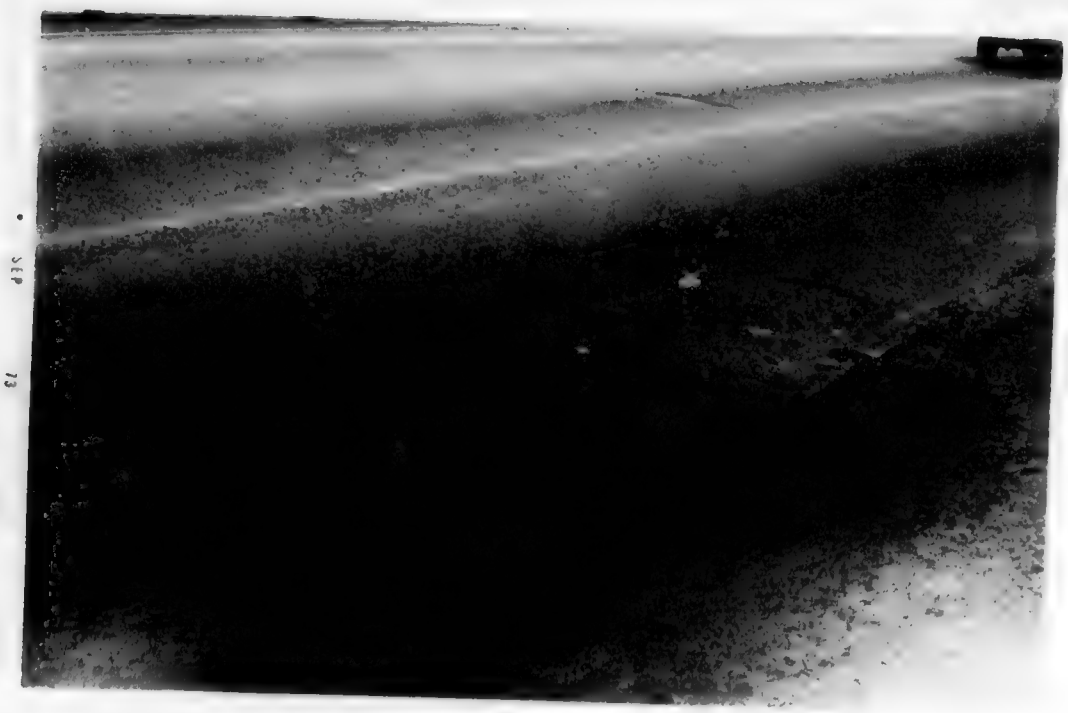


BALDOCK FREEWAY

Broken concrete

6/1/73

Northbound
M.P. 294.72

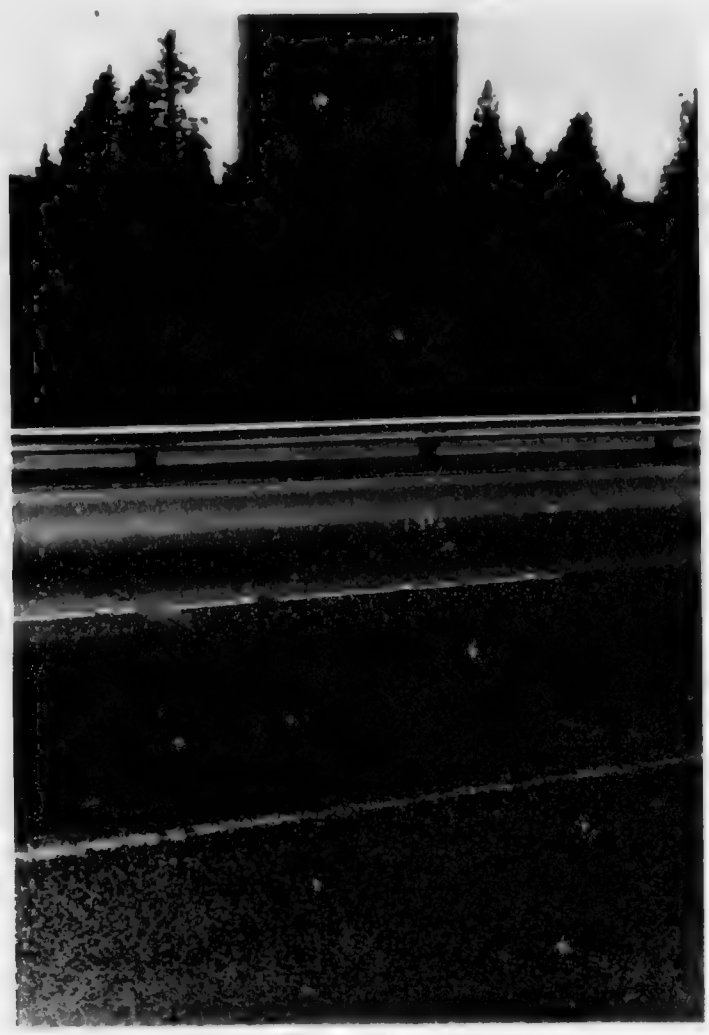


BALDOCK FREEWAY

Broken concrete

6/1/73

Northbound
M.P. 294.67



BALDOCK FREEWAY

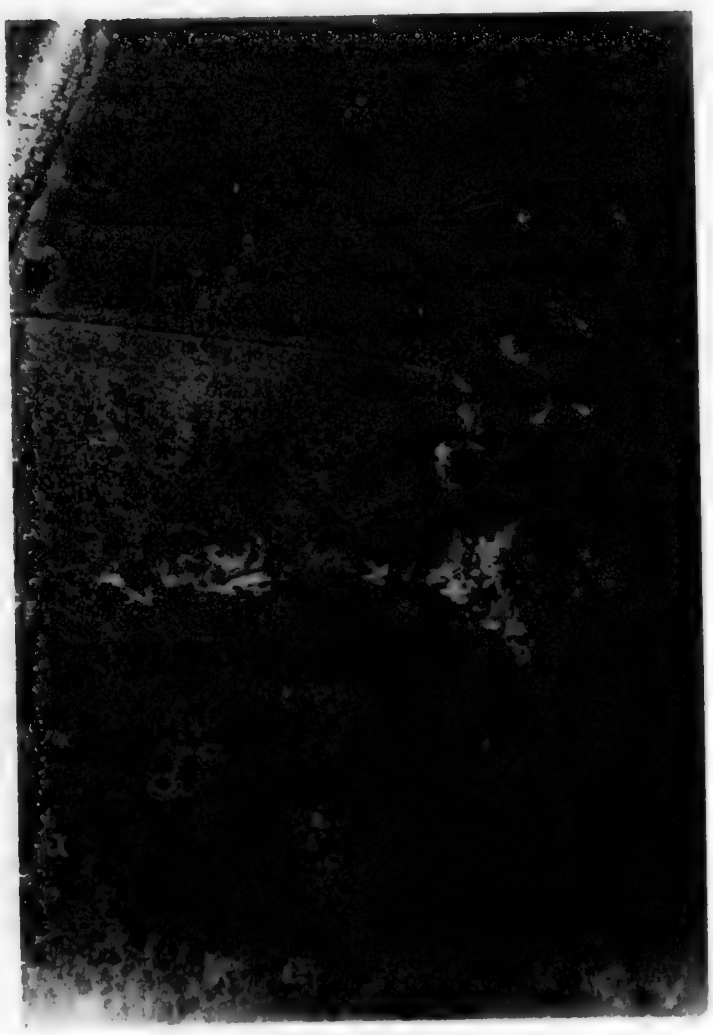
Broken concrete

6/1/73

Northbound
M.P. 294.60

Broken area that has been sawed for removal.

Two lower pictures are closeups shot from two directions of the major failure.



BALDOCK FREEWAY

Broken concrete

6/1/73

Northbound
M.P. 294.53

Area that had been patched and rebroke both within & outside of the patch

Closer view of left side of patch.

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1973

SUBJECT:

To:

J. H. Versteeg
Road Design Engineer

Surface Maintenance Costs
for Tigard - Marquam Bridge
Section

BUILDING

At the request of W. Wayne Reed, enclosed is a copy of the costkeepers record showing cost of maintaining the surface of the Tigard-Marquam Bridge section of I-5 freeway.

Prefix 626-31 covers Washington County - Portland South City limits section - MP 293.43 to 295.04 - 1.61 miles

Prefix 626-30 covers Portland South City limits - East end Marquam Bridge - MP 295.30 to 300.46 - 5.16 miles

The 1964-65 record shows only a 6 month period as one of the accounting record books for this period is missing.

The 101 function indicates concrete surface repair. The 104 indicates asphaltic concrete surface repair. Occasionally field crews patching concrete will use the 104 function when patching with asphaltic concrete.

Art Lee
Administrative Assistant

Attachment

AL:pj

SURFACE MAINTENANCE COSTS
TIGARD-MARQUAM BRIDGE

		72-73	71-72	70-71	69-70	68-69
626-31	101	10,238	2,182	437	1,973	23
	104	16,302	11,618	92	867	13,514
		26,540	13,800	529	2,840	13,537
626-30	101	27,048	17,031	20,150	28,533	2,146
	104	5,189	---	38	112	322
		32,237	17,031	20,188	28,645	2,468

67-68	66-67	65-66	(6 mo.) 64-65	63-64	(6 mo.) 63
1,820	242	3,835	15	---	---
2,987	338	7,076	2,245	2,753	---
4,807	580	10,911	2,260	2,753	---
7,034	264	9,093	5,491	11,105	20
308	1,894	1,464	14	1,000	44
7,342	2,158	10,557	5,505	12,105	64

AL:pj 10-12-73

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1973

TO J. H. Versteeg, Road Design Engineer

FROM W. W. Reed, Senior Designer W. W. Reed

SUBJECT No. Tigard Interchange-W. Marquam Interchange Section
A. C. Overlay of Existing P.C.C. Pavement

In a continuing effort to obtain FAI funding approval for the structural overlay of existing rigid pavements on the Interstate System, a review of our earlier analysis of the pertinent FHWA memoranda and policies has been conducted. A brief recapitulation of the previous analysis, a complete copy of which is attached, with additional observations on some current related events is herein submitted for your review.

The as yet officially unqualified policy of the FHWA on overlaying rigid type pavements is contained in paragraph 5, page 28, Section III, of the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System", which states,

> "Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction of portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67. As mentioned elsewhere, thin overlays of rigid pavements may be eligible under IM 21-3-68."

It was held in the previous analysis that tacit admission was contained in the policy statement itself as to its belated origin and absence of pavement type eligibility discrimination in noting that rigid pavement had been included in earlier estimates jointly prepared by State and Federal administrators. Further analysis pointed out the generalized nature of IM 21-1-67 which was substantiated by the issuance of Circular Memorandum dated May 9, 1967, the latter fully detailing design periods of eligibility and condition criteria for both flexible and rigid pavements. In conclusion, the analysis found the present stated policy of the FHWA on overlay eligibility of rigid pavement to be neither supported by the documentary evidence cited nor consistent with the self-proclaimed intent of the FHWA which is, "...that the pavement on the Interstate System highways be at a high level of serviceability both during and at the end of the construction program authorized..."

Since the previously described analysis and its submission, further amplification has been provided the interpretation of the FHWA policy position.

Informal discussion with representatives of the FHWA now appears to indicate the policy statement, "...we are unable to establish a basis of eligibility for structural overlays of rigid pavement under IM 21-1-67.", refers to the absence of an acceptable procedure for quantitatively determining the flexible overlay layer(s) necessary to rehabilitate a deteriorated rigid pavement.

This interpretation is compatible with Mr. G. M. Williams' correspondence with the Texas Highway Department dated March 7, 1967, which detailed overlay determination procedures for flexible pavement while at the same time it deferred any similar procedural statement for rigid pavement. But perpetuation of this policy denies the FHWA stated position in the closing paragraph of IM 21-1-67 attesting their continuing use of the AASHO Interim Design Guides for Flexible and Rigid Pavement Structures of which the 1972 issue does provide one method of determining rigid pavement overlay.

In a recent pavement design seminar, held jointly with FHWA representatives, it was stated that qualifying criteria for overlaying rigid pavement should provide support data that substantiates deficiencies or inadequacies in the original design or construction. The statement is presumed to refer to the relevant IM/CM text pertaining to the inadequacies of older pavement structure designs and the misjudgment in earlier forecasts of traffic. Inadequacies and misjudgments that have been revealed through experience and advancements in the "state-of-the-arts".

While the preceding observation is not subjectively a part of the IM/CM analysis, it is considered important in that a clearer direction to qualifying support data has been afforded.

In conclusion, therefore, it is recommended that condition examinations continue to be conducted on all pavement structures, flexible and rigid alike, authorized prior to 1963. And, where the examinations and data are supportive, overlay requests should be submitted regardless of the subject pavement type.

WWR:jh
Attachment: Linn County Line-McKenzie River Report

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 9, 1973

TO J. H. Versteeg
Design Engineer

FROM Jack Rowland
Inventory and Needs Engineer

SUBJECT 4" Overlay
North Tigard Interchange-Marquam Bridge Section
I-5

An effort has been made to get approval for a 4" overlay on the North Tigard Interchange-Marquam Bridge section of I-5 for the Interstate Estimate.

A 4" overlay was put in the 1970 and the 1972 Estimates. It was not approved by the Federal Highway Administration for either estimate. The 4" overlay was not included in the 1974 Interstate Estimate because of time limitations in producing the justification information.

JR:ap

1 ...
2 ...
RECEIVED
OCT 10 1973
ROAD
DIVISION

FORM 734-22

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 7, 1973

TO J. H. Versteeg, Road Design Engineer

FROM W. W. Reed, Senior Designer

SUBJECT Linn County Line-McKenzie River Section
A.C. Overlay of Existing P.C.C. Pavement

A review has been made of the originally submitted state request for approval of an asphaltic concrete overlay of the subject section and the subsequent denial by the FHWA through its Division Office. It was noted the denial made no address of the request support data but instead was based solely upon a policy statement contained in the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System". Paragraph 5, Page 28, Section III, is restated here for convenience.

> "Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction for portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67. As mentioned elsewhere, thin overlays of rigid pavements may be eligible under IM 21-3-68."

That the policy hereby stated is of belated formulation is attested to in the phrase, "...even if they had been included in previous estimates,...". The tacit admission herein being that state and federal administrators have in the joint preparation of previous estimates discerned no distinction of eligibility between the two pavement types. Nor does another examination of the available instructions and memorandums from the FHWA appear to fault that earlier interpretation.

IM 21-1-67 obviously employs the term "pavement" generically as the opening paragraph of the memorandum, in stating the then B.P.R. intent, is all-encompassing; quote, "...that the pavement on the Interstate System be at a high level of serviceability both during and at the end of the construction program authorized...". Additional examples of the memorandum's generic use of the terms "pavement" and "pavement structure" are too numerous to quote but the first sentence in paragraph 7 does merit particular attention. Underscoring was added.

> "Accordingly, the State Highway Departments should make condition examinations in calendar year 1967 of <u>all sections of pavement structures</u> that were authorized for construction prior to October, 1963, with FAI participation."

Further confirmation of the generalized nature of IM 21-1-67 is provided in that it was supplemented four months later by Circular Memorandum dated May 9, 1967, which details specifically design periods and design years of program eligibility. It further details condition criteria for determining eligibility in which it individually treats both flexible and rigid pavements.

That IM 21-1-67 was promulgated in response to the intent and direct instruction of Congress is reflected in paragraph 3 which reviews the recognition of the 1975 design year's adverse limiting effect on some basic facilities and the Congressional remedial action in amending the 1956 Act. Examination of the amendment, Federal-Aid Highway Amendments Act of 1963, does not in any respect appear to indicate an intent upon the part of Congress to except from funding eligibility any basic facility of the Interstate System for reason of kind. Indeed, to the contrary, the Act plainly reflects the responsible concern of the Congress to the deficiency in the 1956 Act and the resultant inadequacies of all facilities designed under its authority prior to 1963.

While the basic reason for design inadequacies has been attributed to the original design year limitation, there are specific factors of probably greater significance. These were noted in paragraph 4 of IM 21-1-67, "...a misjudgment of forecasts of traffic and of the adequacy of the designs then considered to be satisfactory to provide duration of acceptable serviceability through the design year 1975." The validity of the quotation is confirmed in the continuing pavement condition surveys which reveal an increasing number of Interstate projects of the early construction period showing deterioration and structural distress.

Also, it appears reasonable and justifiable to view the foregoing quotation as being equally applicable to rigid as well as flexible pavement inasmuch as an "ultimate design" of any pavement structure only anticipates acceptable serviceability for a predicted traffic loading over a specified time period, irrespective of the material make-up. A restrictive view which would deny eligibility of rigid pavement to be overlayed for reason of its traditionally imposed image of "ultimate design" presumes a nature of indestructibility unrelated to traffic loadings and other design criteria and is completely at odds with the physical evidence revealed in many condition surveys.

Review of paragraphs 5 and 6 reinforces the conviction that while IM 21-1-67 was nominally directed to the relief of the design year restriction, the practical implementation was to take into full account the considerably increased knowledge in pavement design criteria and the more reliable data available on traffic volumes, axle load frequencies and procedures for forecasting future trends. It seems undisputable that the foregoing knowledge and data would not be as relevant to rigid pavement design as it is to flexible. The Federal Highway Administration's apparent concurrence in this position is contained in the previously quoted paragraph 7, the latter part of which is requoted here, "...all sections of pavement structures that were authorized for construction prior to October, 1963, with FAI fund participation." There is certainly nothing readily apparent in the foregoing that indicates or even suggests the overlay program is limited to flexible pavement structures.

The remainder of IM 21-1-67 is essentially devoted to instructions on condition examination, design analysis and program funding eligibility by type of work, i.e. maintenance work, State funding; reconstruction, FAP or FAU funding and construction of additional pavement overlay layer(s), FAI funding. This last portion of the IM was amplified on by CM dated May 9, 1967. The portions of the CM deemed particularly relevant to the contention that rigid type pavement was not discriminated against for overlay eligibility are quoted. (While the quotations are excerpted, they are given in their individual entirety so as to avoid any misunderstanding in context.)

Paragraph 2, sub-paragraph (b).

"(b) Projects constructed with FAI funds for which the pavement construction was authorized prior to October 24, 1963:

The design traffic analysis period for determining the ultimate design is to be 20 years after the date of authorization of the initial pavement construction project, with a design year of 1975 for work authorized in mid-1956, and a design year of 1983 for work authorized in late 1963."

Paragraph 3.

"The two general cases of existing pavements that may be considered under the provisions of IM 21-1-67 are (b) and (d), above. The above information is intended to provide a record for all those at work on the 1968 estimate so that estimating procedures will be the same in all States. It supplements information under question number 6 as distributed in the Circular Memorandum dated March 31, 1967, subject: "1968 Interstate Cost Estimate Manual Supplement #2, Questions and Answers"."

Paragraph 4.

"The following information defines in greater detail the additional construction that may be undertaken with FAI participation, under the provisions of IM 21-1-67. This information is for application not only to the work, the costs of which may be included in the 1968 Estimate, but also to the work of specific projects which may be undertaken with FAI and other Federal-aid fund participation."

Subparagraph 2 and "Rigid Pavement".

"2. Criteria for Determining Eligibility

a. Field Examination - Where a field examination and evaluation establishes that existing pavements authorized prior to October 24, 1963, are structurally inadequate or that with normal maintenance they will not provide reasonable service through the appropriate design period, further consideration may be given to providing an additional stage of pavement construction. This examination and evaluation should be detailed enough to support a conclusion that the serviceability of the pavement is not now or will not be satisfactory during the design period. Some specific examples of signs of distress which may warrant further evaluation and a design analysis are:

RIGID PAVEMENT

Cracked slabs, structurally weakened.

Severe pumping of subbase material.

Faulting and warping at transverse joints.

Rough and deformed riding surface."

Additional quotations from the CM supplement to IM 21-1-67 would be redundant as the foregoing conclusively substantiates the inclusion of rigid pavement in the overlay program.

In view of the foregoing analysis it is the opinion of this office that the stated policy position of the FHWA on the eligibility of rigid pavement in the overlay program is neither supported by the documentary evidence cited nor consistent with the self-proclaimed intent of the FHWA.

WWR:jh

December 19, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: West Marquam Interchange-North
Tigard Interchange
Pacific Highway (I-5)
Multnomah County

Submitted here for your consideration is a request to structurally overlay the subject rigid pavement with six inches of asphaltic concrete and a one inch open graded plant-mix seal. Attached is a narrative analysis and an abstract of the six appendices covering the pavement structure design, pre-construction geology, traffic analysis, current maintenance experience with a subsurface evaluation, maintenance costs and a funding eligibility analysis offered in support of the request.

Acknowledging that current FHWA policy as contained in Section III of the 1974 Estimate does not presently allow the overlay of rigid pavement, it is our conviction that critical safety considerations in both operation and maintenance warrant making exception to this policy. It is our belief that the public's right to a serviceable facility offering reasonable safety throughout the remainder of the design period may only be properly ensured by effecting the remedial action requested.

General conditions and events deemed unique or exceptional enough in our view to merit exception to the current policy are: 1) Deterioration of the number 1 or truck lanes has effected improper and unusual traffic operations in lane distributions and speeds which have incurred a critical reduction in safety; 2) the continuous presence

of maintenance forces is additionally endangering both the public and maintenance personnel; 3) the unforeseen and excessive pavement wear by studded tires has badly compromised skid resistant and gravely enhanced hydro-planing conditions; 4) rocking and pumping of pavement slabs due to the deleterious presence of water, confirmed by exploration, indicates an insufficiency or failure in the subdrainage systems; and 5) mounting maintenance costs for joint and surface repair (anticipated "catch-up" in immediate needs would be $75,000.00/mi.) seriously exceeds the State's capabilities and resources.

In view of the above outlined situation and the accompanying support data, it is respectfully requested that favorable consideration be given to approving the following: 1) Removal and replacement of 11,000 square yards of broken and cracked rigid pavement with asphaltic concrete; 2) undersealing of 660 lane stations of unstable and pumping P.C. concrete pavement; 3) installation of 17,000 lineal feet of perforated pipe to relieve the subsurface water problem; 4) structurally overlay the presently deteriorating rigid pavement with six inches of asphaltic concrete and a one inch open graded plant-mix seal; and 5) perform such other incidental work as may be required to accommodate the overlay.

FAI funding of the corrective measures outlined in the preceding paragraph is requested. It is our considered opinion that the concepts and premises employed in the initial design were compatible and even advanced in some instances, with the "state-of-the-art" for that time period. Deficiencies and inadequacies revealed through subsequent experience and research are those, in our view, specifically addressed by IM 21-1-67 and CM dated May 9, 1967. These are particularly the unforeseen circumstances of excessive pavement wear by studded tires, the advancements in pavement design and the unanticipated increase in five axle truck loadings.

In urging early favorable consideration of the submitted request, concern is expressed that sufficient time be available to permit in-depth study and plan preparation for contracting in the earliest practical construction season. It is further observed that an early decision is essential in determining the assignment of priorities in the probable allocation of increasingly scarce materials. Your assistance and cooperation is appreciated.

Very truly yours,

E. S. Hunter
~~J. H. Versteeg~~
~~Road Design Engineer~~
Assistant State Highway Engineer

JHV
~~[illegible]~~:jh
cc: ~~E. S. Hunter~~

8 136

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE October 29, 1973

TO J. H. VERSTEEG
Road Design Engineer

FROM ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT Overlay
Marquam Bridge-Tigard Interchange
Pacific Highway

I have reviewed your proposal on the subject project and have little to comment on. It looks like a worthy and noble project providing it is assigned to Region I.

I would suggest that the curves in the vicinity of the Terwilliger Boulevard ramps be improved by increasing the super. With regard to Item 6 in your letter of September 25, I don't see how reconstruction of the median barrier can be avoided if a six inch overlay is planned. Lifts would have to be limited to two inch maximum so the elevation differences between lanes would not present a serious hazard. It would be most desirable if the lanes could be squared up after each days run. However, this would be impractical. Several of the structures, particularly the Iowa Street structure, is under considerable pressure due to movement of the existing PCC pavement. This pressure would need to be relieved and probably additional anchors constructed to prevent further movement.

pb

REFERRED TO
Cole — Read
Eriksen — Sample
Hager — Watson
Return — Forward
Discuss — File
FINAL DESIGN ENGINEER

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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ROAD DESIGN SECTION

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copies to E.S. Hunter and C.T. Keaney Jr.

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I-5

Versteeg
I. Olson
Terpin
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Salem, Oregon

October 18, 1973

J. H. Versteeg, Road Design Engineer

W. W. Reed, Senior Designer

No. Tigard Interchange-W. Marquam Interchange Section
A. C. Overlay of Existing P.C.C. Pavement

In a continuing effort to obtain FAI funding approval for the structural overlay of existing rigid pavements on the Interstate System, a review of our earlier analysis of the pertinent FHWA memoranda and policies has been conducted. A brief recapitulation of the previous analysis, a complete copy of which is attached, with additional observations on some current related events is herein submitted for your review.

The as yet officially unqualified policy of the FHWA on overlaying rigid type pavements is contained in paragraph 5, page 28, Section III, of the "Instruction Manual for Preparation and Submission of the 1974 Estimate of the Cost of Completing the Interstate System", which states,

> "Costs related to additional stages of construction of existing pavements are to be included in the estimate only for flexible types. Added stages of construction of portland cement concrete pavements should not be included even if they had been included in previous estimates, since we are unable to establish a basis of eligibility for structural overlays of rigid pavements under IM 21-1-67. As mentioned elsewhere, thin overlays of rigid pavements may be eligible under IM 21-3-68."

It was held in the previous analysis that tacit admission was contained in the policy statement itself as to its belated origin and absence of pavement type eligibility descrimination in noting that rigid pavement had been included in earlier estimates jointly prepared by State and Federal administrators. Further analysis pointed out the generalized nature of IM 21-1-67 which was substantiated by the issuance of Circular Memorandum dated May 9, 1967, the latter fully detailing design periods of eligibility and condition criteria for both flexible and rigid pavements. In conclusion, the analysis found the present stated policy of the FHWA on overlay elegibility of rigid pavement to be neither supported by the documentary evidence cited nor consistent with the self-proclaimed intent of the FHWA which is, "...that the pavement on the Interstate System highways be at a high level of serviceability both during and at the end of the construction program authorized..."

Since the previously described analysis and its submission, additional evidence has developed which further compromises the interpretation of the FHWA policy position.

Informal discussion with representatives of the FHWA now appears to indicate the policy statement, "...we are unable to establish a basis of eligibility for structural overlays of rigid pavement under IM 21-1-67.", refers to the absence of an acceptable procedure for quantitatively determining the flexible overlay layer(s) necessary to rehabilitate a deteriorated rigid pavement.

This interpretation is compatible with Mr. G. M. Williams' correspondence with the Texas Highway Department dated March 7, 1967, which details overlay determination procedures for flexible pavement while at the same time it deferred any similar procedural statement for rigid pavement. But the continued adherence to this policy denies the FHWA stated position in the closing paragraph of IM 21-1-67 attesting their continuing use of the AASHO Interim Design Guides for Flexible and Rigid Pavement Structures of which the 1972 issue does provide one method of determining rigid pavement overlay. Nor, is further persistence in application of the policy seemingly defensible in view of the recent approval of a 6-1/2" flexible overlay of some 46 odd miles of rigid pavement on I-90.

Without the benefit of any documentary evidence defining the exact nature of the "unique conditions peculiar to this roadway" which qualified it for FAI overlay funding, it may be respectfully argued that similar conditions or other equally deleterious conditions could and do exist elsewhere. And, excepting only the general policy statement, it is proper and appropriate under the existing regulations to examine, evaluate and submit recommendations for similar overlays of other rigid pavements. This is particularly applicable to those pavement structures, including rigid, authorized prior to 1963 to which IM 21-1-67 and CM dated May 9, 1967, were specifically addressed.

In a recent pavement design seminar, held jointly with FHWA representatives, it was stated that qualifying criteria for overlaying rigid pavement should provide support data that substantiates a "design error" in the original construction. The statement may be presumed to refer to the relevant IM/CM text pertaining to the inadequacies of some pavement structure designs and the misjudgement of forecasts of traffic.

The preceding observations touching on the Pennsylvania overlay project and the "design error" premise, while not subjectively a part of the IM/CM analysis, are considered important in that; exception to the rigid policy enforcement is possible, and while still ill-defined, a direction to qualifying support data has been afforded in the "design error" premise.

In conclusion, therefore, it is recommended that condition examinations continue to be conducted on all pavement structures, flexible and rigid alike, authorized prior to 1963. And, where the examinations and data are supportive, overlay requests should be submitted regardless of the subject pavement type.

WWR:we
Attachment: Linn County Line-McKenzie River Report

8226

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 15, 1973

TO J. H. Versteeg
Design Engineer

FROM John Hanks
John Hanks
Traffic Analyst Engineer

SUBJECT Truck Trends
West Marquam Bridge-North Tigard Section
I-5 - Portland

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

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In support of the proposed pavement overlays of the subject section, attached is a tabulation showing ADT and truck volume trends for three-year intervals from 1967 to 1973.

The Iowa Street traffic recorder (26-016) is located in the project section 1.0 mile north of Terwilliger Boulevard. Two additional traffic recorder locations, Interstate Bridge and Minnesota Freeway, are also tabulated to illustrate the consistency in the increase in truck volumes. Of particular significance is the substantial growth in the number of five-axle truck-trailer combinations.

Vehicle classification counts at the Iowa Street recorder show the following growth trends during the six-year period from 1967 to 1973.

Year	ADT	Percent Increase	Total Trucks	Percent Increase	5-Axle Trucks	Percent Increase
1967	55,500		3,984		1,727	
1973	74,800	35	6,658	67	3,506	103

A daily increase in total trucks of 2,674 has occurred with 1,779 of that increase in the five-axle category. Fifty-three percent of all heavy trucks are five-axle truck-trailer combinations.

Based on truck weight data obtained on Interstate 5, the average gross weight of loaded five-axle trucks is 67,000 lbs. The average weight of the load carrying tandem axles is 28,800 lbs.

This substantial increase in truck volume, especially the five-axle truck-trailer combinations, has contributed significantly to the pavement failure on the subject section of Interstate 5.

JH:ap
Attachment

I-5 | 45.1 | +1,423 | 23 | N.A. | 9.1 | 7286 | 4.3 | 3471 | 80300 | 11 | 1973

TRUCK TRENDS
AT PERMANENT RECORDERS

LOCATION- Interstate Br. #26-004

YEAR	ADT	FIVE AXLE NO.	%	ALL TRUCK NO.	%	MAX/HR. INBOUND	THREE YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%	SIX YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%
1967	56,757	1,351	3.3	4,383	7.6		———	——	—	———	—	———	——	—	———	—
1970	69,151	2,001	2.9	4,606	6.7	176	+12,394	+150	+8.1	+318	+7.4	———	——	—	———	—
1973	34,000 1/	3,744	3.7	6,102	7.3	257	+14,849	+1,143	+57.1	+1,496	+32.5	+27,243	+1,293	+69.9	+1,814	23

1/ 1973 ADT estimated based on 6 mo. recorder trends.

LOCATION- Town Street #26-016 1.0 mile [illegible]

YEAR	ADT	FIVE AXLE NO.	%	ALL TRUCK NO.	%	MAX/HR. INBOUND	THREE YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%	SIX YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%
1967	55520	1,727	3.1	3,984	7.2	N.A.	———	——	—	———	—	———	——	—	———	—
1970	68973	2,252	3.3	5,284	7.7	N.A.	+13,458	+525	+30.4	+1,300	+32.6	———	——	—	———	—
1973	74,300 1/	3,506	4.7	6,658	8.9	N.A.	+5,822	+1,254	+55.7	+1,374	+26.0	+19,280	+1,779	+103.0	+2,674	7.1

LOCATION- Minnesota #26-019 [illegible]

YEAR	ADT	FIVE AXLE NO.	%	ALL TRUCK NO.	%	MAX/HR. INBOUND	THREE YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%	SIX YEAR DEVIATIONS VEHICLE	FIVES	%	ALL TRUCKS	%
1967	58,104	1,656	2.9	5,023	8.6	N.A.	———	——	—	———	—	———	——	—	———	—
1970	67,877	2,042	3.0	5,732	8.4	N.A.	+9,773	+386	+23.3	+709	+14.1	———	——	—	———	—
1973	80,300 1/	3,471	4.3	7,286	9.1	N.A.	+12,423	+1,429	+70.0	+1,554	+27.1	+22,196	+1,815	+109.6	+2,263	+45.1

8236

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1973

To:

J. H. Versteeg
Road Design Engineer

SUBJECT:

Surface Maintenance Costs
for Tigard - Marquam Bridge
Section

BUILDING

At the request of W. Wayne Reed, enclosed is a copy of the costkeepers record showing cost of maintaining the surface of the Tigard-Marquam Bridge section of I-5 freeway.

Prefix 626-31 covers Washington County - Portland South City limits section - MP 293.43 to 295.04 - 1.61 miles

Prefix 626-30 covers Portland South City limits - East end Marquam Bridge - MP 295.30 to 300.46 - 5.16 miles

The 1964-65 record shows only a 6 month period as one of the accounting record books for this period is missing.

The 101 function indicates concrete surface repair. The 104 indicates asphaltic concrete surface repair. Occasionally field crews patching concrete will use the 104 function when patching with asphaltic concrete.

Art Lee
Administrative Assistant

Attachment

AL:pj

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Cole — Reed
Eriksen — Sample
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg
A. Olson
2 Terpin
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SURFACE MAINTENANCE COSTS TIGARD-MARQUAM BRIDGE

		72-73	71-72	70-71	69-70	68-69	67-68	66-67	65-66	(6 mo) 64-65	63-64	(6 mo) 63
626-31	101	10,238	2,182	437	1973	23	1820	242	3835	15	-	-
	104	16,302	11,618	92	867	13,514	2987	338	7076	2245	2753	-
		25,540	13,800	529	2840	13,537	4807	580	10,911	2260	2753	-
626-30	101	27,048	17,031	20,150	28,533	2146	7034	264	9093	5491	11,105	20
	104	5,189	-	38	112	322	308	1894	1464	14	1,000	44
		32,237	17,031	20,188	28,645	2468	7342	2158	10,557	5505	12,105	64

AL:pj 10-12-73

8336

R

FORM E-50 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Present Status re:Surface Condition Correction
Portland Cement Concrete Pavement
N. Tigard Intchge.-Marquam Bridge Section

FROM: John H. Walker
Quality Control and Training Engineer

Following preliminary inspections and discussions regarding the present distress in the portland cement concrete pavement on the North Tigard Interchange-Marquam Bridge Section of I-5, the Design Section is now in the process of preparing a tentative plan for correcting the existing conditions. This plan includes the following:

1. Adequate drainage to eliminate water under the pavement areas.

2. Removal of distressed PCC pavement areas and replacement with suitable material.

3. Placing an estimated five to six inch asphalt concrete overlay on top of existing pavement.

4. Perform such required things as raising structures, adjusting guardrail, place new curbs, etc.

5. Develop a plan for the adequate handling of traffic during construction.

The thinking at present is to accomplish the paving at night when traffic is at a minimum. It is estimated the formulation of this plan will require approximately a month to accomplish and therefore it should be ready for review about the first of November. At that time it will be reviewed by Metro, Region, etc. prior to discussions with the Federal Highway Administration personnel in an attempt to get their participation in the corrective work.

JHW:fw
9-28-73
cy Rubin
Moehring

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SEP 26 1973
Office of
Assistant State Highway Engineer

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 25, 1973

TO R. N. Bothman, Metropolitan Engineer
L. W. Rullen, Region I Engineer

FROM ORIGINAL SIGNED BY J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

SUBJECT Overlay
Marquam Bridge-No. Tigard Interchange
Pacific Highway I-5

We are preparing a submittal to the FHWA requesting a 6" asphaltic concrete overlay on the Marquam Bridge-No. Tigard Interchange Section of I-5. It will be necessary to develop a realistic construction sequence and traffic handling proposal if we are seriously to consider the construction of an overlay on this section of I-5. A tentative proposed sequence of events is as follows:

1. Install longitudinal perforated drains to cut off the infiltration of water into the base material.

2. Remove and/or repair broken up PCC pavement in the outside lanes (an estimated 8,000 lineal feet of 12' wide PCC).

3. Adjust or reconstruct the structures to obtain the necessary vertical clearances.

4. Close on-ramps as required to reduce the traffic volumes that can be readily handled in two narrow lanes (24') during the hours of 7:00 PM to 5:30 AM, five days a week (Sunday PM, Monday, Tuesday, Wednesday and Thursday). Minimum planned closure south bound would be Front Avenue and Hood Avenue ramps and possibly 7th Avenue and 13th Avenue on the Stadium Freeway. Planned closure north bound would be No. Tigard, Capitol, Multnomah Street, Spring Garden and Terwilliger on-ramps.

5. Proposed that we specify a minimum 4,000 ton capacity AC plant and with a minimum 3,000 tons asphaltic concrete placed per shift on the roadway. If this schedule were met, it would take 27 work-days to lay the estimated 80,000 tons of asphaltic concrete or an estimated two months weather permitting.

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Office of
Assistant State Highway Engineer

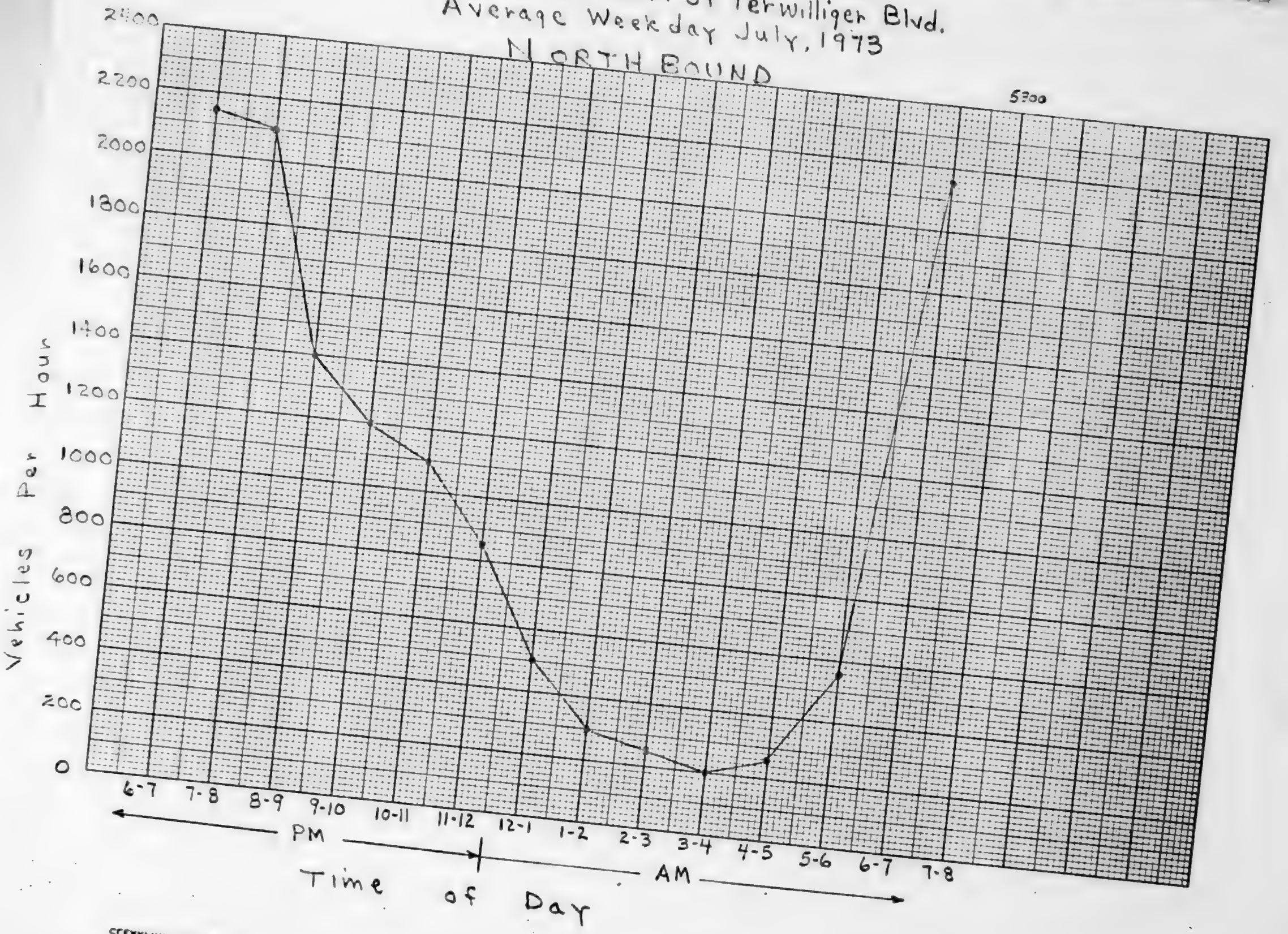
6. Reconstruct ramp connection, curbs, guardrail, etc., as required. We do not anticipate that the median barrier would need to be adjusted.

In summary, we propose to install surface drainage, adjust structures to obtain vertical clearance, remove and repair portions of the existing PCC pavement and close the on-ramps to reduce traffic as required to overlay this section of I-5 with 6" of AC pavement based on a 10 hour night shift.

I would appreciate your comments on the feasibility of this proposal. It is hoped that we can get a package together for the FHWA by late October. Attached for your information is a small scale map showing locations of the planned ramp closures.

JHV:jh
cc: E. S. Hunter
H. S. Coulter
D. H. Moehring
C. T. Keasey

BALDOCK FREEWAY I5
1.0 Mile North of Terwilliger Blvd.
Average Weekday July, 1973
NORTH BOUND



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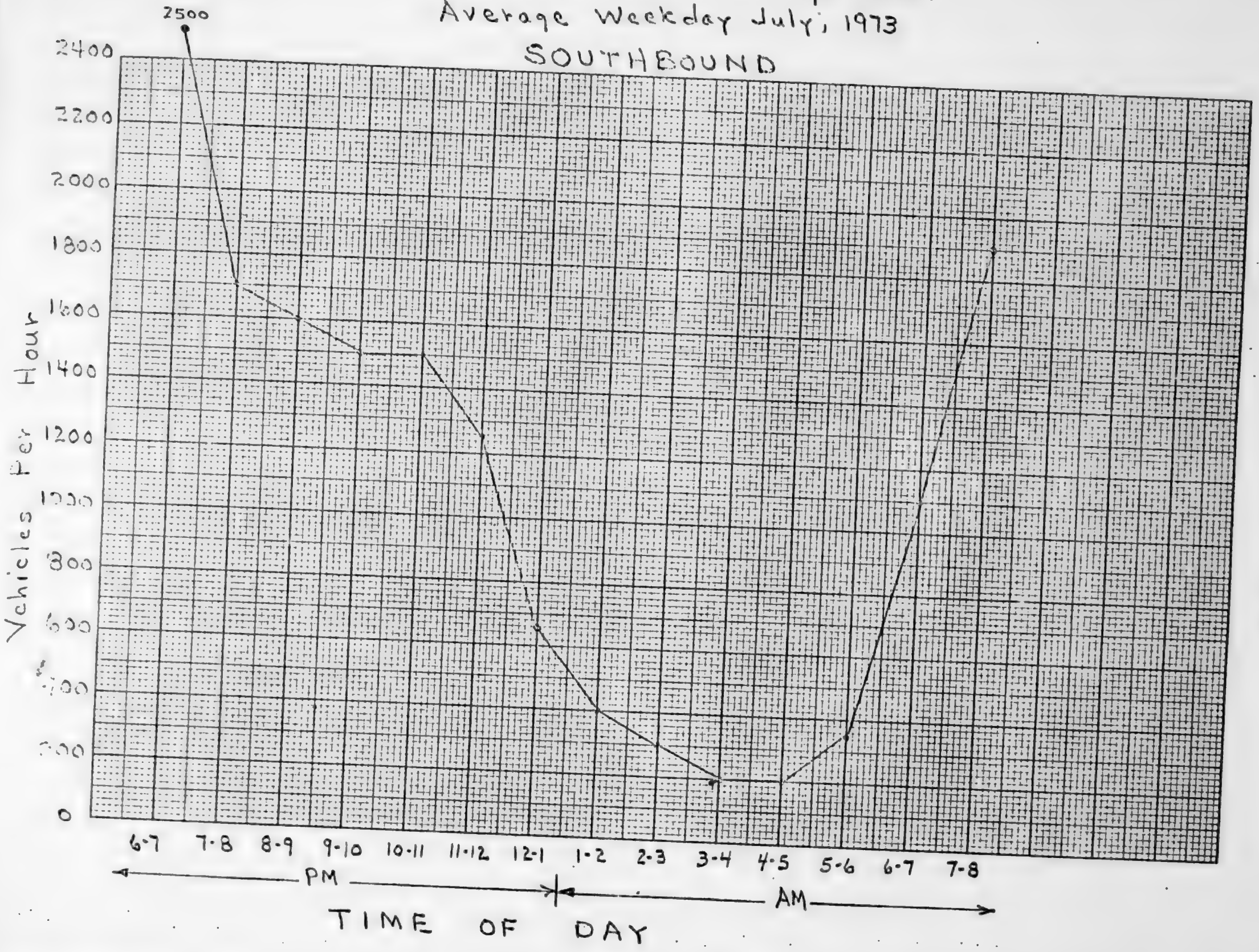
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018

BALDOCK FREEWAY I5

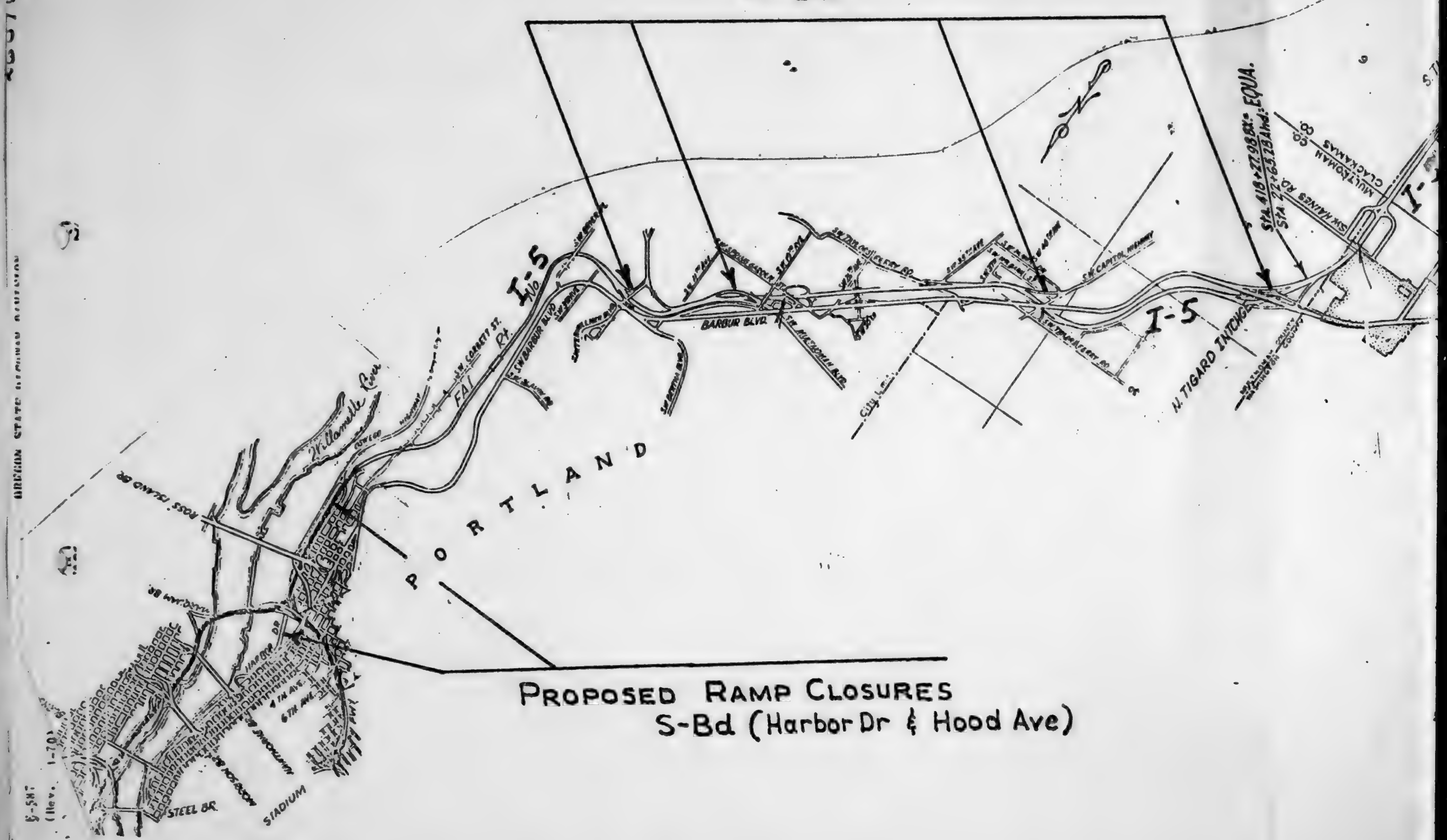
1.0 Mile North of Terwilliger Blvd.

Average Weekday July, 1973

SOUTHBOUND



PROPOSED RAMP CLOSURES
N-Bd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BARBUR BLVD
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SW TAYLORS FERRY RD
SW MULTNOMAH BLVD
SW 30TH AVE
SW 26TH AVE
SW 19TH AVE
SW 18TH PL
SW MACADAM AVE
SW NAEF RD
SW MILLER RD
SW BERTHA BLVD
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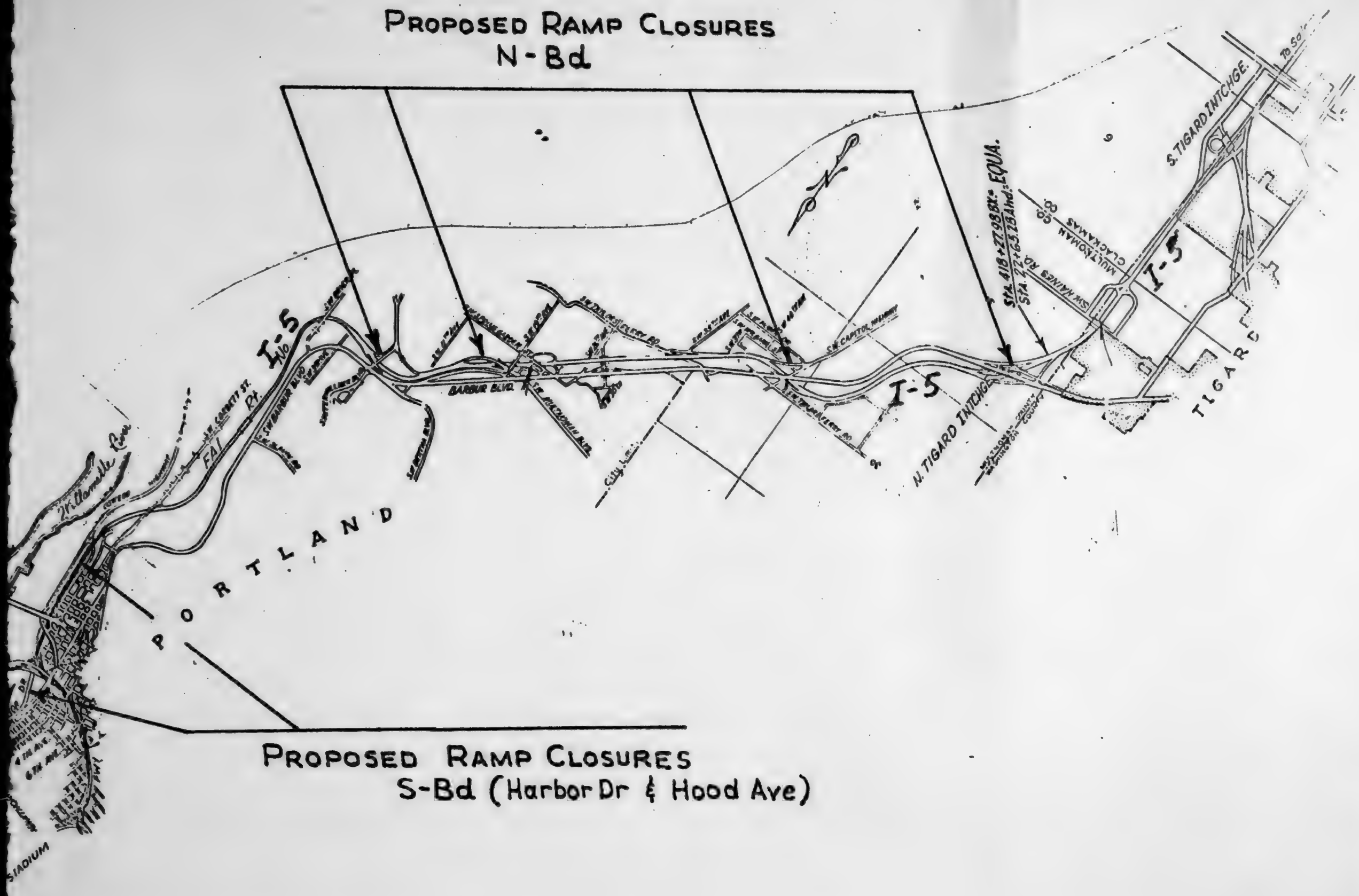
PROPOSED RAMP CLOSURES
N-Bd



PROPOSED RAMP CLOSURES
S-Bd (Harbor Dr & Hood Ave)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

F-587
(Rev. 1-70)

Iowa St. Records

TRAFFIC COUNT SUMMARY SHEET

Date Apr 23 May 1, 8 1973
Day of Week Mon - Tue
Remarks

City or County Portland
Intersection of Iowa M-26016
Weather
Summarized by

From Northbound To

TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cyclists
	Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
6:00- 7:00	1350	1	37		112		14		10		9				75	1				3	1774	
7:00- 8:00	4171	1	97		165	4	17	2	25		23		5		29						5487	
8:00- 9:00	3278	3	117	1	508	5	27	4	51		30		16		53	2					4229	
9:00-10:00	1751	3	68		183	6	17	3	67		24		22		21	1	1				2240	
10:00-11:00	1421	5	132	9	163	19	21	5	72		20		11		15	3					2247	7
11:00-12:00	1483	6	147	9	214	9	28	4	63		27		11		17	5	2			2	2163	
12:00- 1:00	1657	12	200		225	3	12		66	3	29		4		26					6	2212	
1:00- 2:00	1877	7	210		272		8		74	1	47		13		101				1	4	2623	1
2:00- 3:00	2017	17	230		285	5	31		51	4	47		4		77		2		12		2913	6
3:00- 4:00	1816	10	264	5	327	3	15		81	8	52		11		115		1		5		2716	16
4:00- 5:00	1923	7	259	3	439	6	22		65	7	33		10		93		1		1	9	2977	11
5:00- 6:00	1646	7	299	3	277	2	38	1	34	2	20		6		74					1	2400	1
6:00- 7:00	2050	2	157	2	307	3	19		24		17		2		76		5		19	11	2644	5
7:00- 8:00	1203	1	127	4	204	8	10		16		11		3		64		3		1	2	1657	2
8:00- 9:00	771	8			112	3	12	1	4		1		2		63				1		937	1
9:00-10:00	949	1			170	2	7		6		5				63					3	1206	
10:00-11:00	633	2			123	1	13		2		4				58		2			1	896	
11:00-12:00	408				45		5		6		2		1		45					1	525	
12:00- 1:00									^		^		^		^							
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3:00- 4:00									+30		+30		+20		+270							
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5:00- 6:00									v		v		v		v							
8 Hour																						
16 Hour	20557	92	2440	36	5697	82	315	18	725	25	416		124		1472	12	18		55	56	42186	
24 Hour																						

From Southbound To

TIME																						
6:00- 7:00	557	1	75		205		41		19		20		11		91		6			1	1032	6
7:00- 8:00	1165	2	170		260	1	36		41		26		6		64				4	5	1983	5
8:00- 9:00	1250	2	196	1	324	4	56		56		67		4		83		1		7	2	2041	1
9:00-10:00	1005	2	158	1	312	4	47		60		45		15		107		4		11	2	1758	5
10:00-11:00	787	2	175	1	209	3	51		24		59		16		98	2	2		2	1	1719	4
11:00-12:00	1253	3	163	1	204	6	41	6	71		42		19		107		2		1	2	1921	5
12:00- 1:00	1204	2	122	1	224	1	22		64		44		12		84				5	6	1809	5
1:00- 2:00	1267	4	180	4	276	4	30		71		46		5		97		2		5	1	1962	7
2:00- 3:00	1460	3	132	4	265	9	15		77		34		7		101				10	2	2122	5
3:00- 4:00	1952	5	165	6	388	3	20		73		27		11		112		1		11	2	2806	5
4:00- 5:00	2236	8	168	6	788	8	32		71		21		12		98				8	4	4060	8
5:00- 6:00	2611	13	191	8	721	3	22		53		9		7		97				1	3	4819	8
6:00- 7:00	2152	10	117	2	388	4	15	6	16		5		1		68	1			2		3777	4
7:00- 8:00	1274	2			209	4	7	1	7		4				80	2				2	1575	4
8:00- 9:00	1693	1			196	3	5		14		6		2		50					2	1323	2
9:00-10:00	1284	4			186	3	10	2	11		6				25						1541	
10:00-11:00	2290	5			224	2	5		2		1				119				17	5	2611	2
11:00-12:00	718	2			95	2	3	2	2		3		3		56						1122	1
12:00- 1:00									^		^		^		^							
1:00- 2:00									1		1				1							
2:00- 3:00									+30		+30		+20		+270							
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00									v		v		v		v							
8 Hour																						

TIME		PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
A.M.	6:00– 7:00	1310	1	37		112		14		10		9				25	1				3	1374	
	7:00– 8:00	4171	1	91		1165	4	17	2	25		23		5		29						5487	
	8:00– 9:00	3378	2	117	1	508	5	27	4	51		20		16		33	2					4229	
	9:00–10:00	1751	3	68		183	6	17	3	67		24		22		21	1	1				2240	
	10:00–11:00	1421	5	132	9	163	19	21	5	72		24		11		15	3					2247	7
	11:00–12:00	1483	6	142	9	334	9	28	4	63		32		11		17	5	2				3163	6
P.M.	12:00– 1:00	1657	12	200		225	3	12		66	3	29		4		35						2213	
	1:00– 2:00	1877	7	210		272		8		74	1	47		13		101				1	4	2623	1
	2:00– 3:00	2017	17	230		265	5	24		51	4	47		4		77		2				2913	6
	3:00– 4:00	1816	10	264	5	327	3	15		91	5	52		11		115		1		5		3716	16
	4:00– 5:00	1923	7	259	3	439	6	22		65	7	28		10		73		1		1	9	3977	11
	5:00– 6:00	1646	7	299	3	277	2	32	1	34	2	28		6		74		1			1	2400	11
	6:00– 7:00	2000	2	157	2	307	3	19		24		17		2		76		5		19	11	2644	
	7:00– 8:00	1203	1	127	4	204	5	10		16		11		3		64		3		1	2	1657	
	8:00– 9:00	721	8			112	3	12	1	4		1		2		63				1		927	
	9:00–10:00	949	1			170	2	7		6		5				63					3	1206	
	10:00–11:00	693	2			123	1	13		2		4				58		2			1	896	
	11:00–12:00	408				65		5		6		2		1		45					1	533	
A.M.	12:00– 1:00									↑		↑		↑		↑							
	1:00– 2:00																						
	2:00– 3:00																						
	3:00– 4:00																						
	4:00– 5:00									+30		+30		+20		+270							
	5:00– 6:00									↓		↓		↓		↓							
8 Hour																							
12 ~~16~~ Hour		20557	92	2440	36	5697	82	315	18	765	25	416		124		1472	12	18		55	56	42186	
24 Hour																							

From Southbound To

TIME																							
A.M.	6:00– 7:00	559	1	75		205		41		19		20		11		91		6			1	1032	6
	7:00– 8:00	1165	2	170		340	1	36		41		26		6		64				4	5	1983	5
	8:00– 9:00	1250	2	196	1	314	4	50		56		27		4		53		1		7	2	2041	1
	9:00–10:00	1005	2	158	1	312	4	47		60		45		15		107		4		11	2	1758	8
	10:00–11:00	757	2	178	1	209	2	51		24		59		16		98	2	2		2	1	1719	4
	11:00–12:00	1253	3	163	1	304	6	41	6	71		42		19		107		2		1	2	1821	2
P.M.	12:00– 1:00	1204	2	122	1	204	7	22		64		44		12		84				5	6	1709	5
	1:00– 2:00	1267	4	180	4	256	4	20		71		46		5		97		2		2	1	1962	2
	2:00– 3:00	1460	3	133	4	245	9	15		77		34		7		101				10	2	2122	2
	3:00– 4:00	1952	5	165	6	288	3	20		73		27		11		112		1		11	2	2506	4
	4:00– 5:00	2236	8	167	6	288	8	32		71		21		12		98				8	4	4460	8
	5:00– 6:00	2611	13	191	8	721	3	22		52		9		7		97				1	3	4819	8
	6:00– 7:00	2152	10	117	2	332	4	15	6	16		5		7		65	1			2		3779	4
	7:00– 8:00	1274	2			109	4	7	1	9		4		1		80	2				2	1595	4
	8:00– 9:00	1693	1			196	3	5		14		6		2		50					2	1323	2
	9:00–10:00	1284	4			186	3	10	2	11		6				25						1541	
	10:00–11:00	2290	5			224	2	5		2		1				149						2611	2
	11:00–12:00	718	2			95	2	8	2	2		3		3		56						1092	2
A.M.	12:00– 1:00									↑		↑		↑		↑							
	1:00– 2:00																						
	2:00– 3:00																						
	3:00– 4:00									+30		+30		+20		+270							
	4:00– 5:00																						
	5:00– 6:00									↓		↓		↓		↓							
8 Hour																							
12 ~~16~~ Hour		22015	72	300	35	5647	70	448	17	789		468		133		1471	5	18		55	40	30377	
24 Hour																							

3036

R

FORM E-30 (REV. 10-60)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1973

To:

SUBJECT: Portland Cement Concrete
Pavement Deterioration
Marquam Bridge - N. Tigard
Interchange Section

H. S. Coulter
Asst. State Highway Engineer

B u i l d i n g

Returned herewith is the correspondence relating to the subject problem, along with your note dated September 18, 1973.

Attached also is a copy of a letter dated June 29, 1973, from Hal Versteeg to E. S. Hunter on the same subject. Mr. Hunter has a note addressed to Mr. Versteeg on the bottom of the June 29 letter asking Mr. Versteeg to prepare a justification for an asphaltic concrete overlay using Interstate monies.

There appears to be a lack of communications in this entire matter, as Mr. Rulien in his September 14, 1973, letter is requesting approval to prepare an authority for survey to study the problem, and Mr. Hunter's June 29, 1973, note is advising Mr. Versteeg to prepare a justification which undoubtedly would require survey input from Mr. Rulien.

At this point, about all that I am certain of is that there is a problem, and the solution appears to be the application of an asphaltic concrete overlay. I made a trip to Portland today, and again looked at the problem. The failing sections after the recent rains look particularly bad, and I feel that we are going to have severe problems this winter. We, no doubt, will need to dig out some spots and backfill with asphaltic concrete.

A construction contract is in order, and the time should be next year, using Interstate funds.

D. H. Moehring
Maintenance Engineer

RECEIVED
SEP 21 1973
Office of
Assistant State Highway Engineer

DHM:mp

Attachments

cy Rulien
Kaisey

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 12, 1973

TO GEORGE N. HOPKINS
Regional Maintenance Engineer

FROM ROLLY CALL
Assistant Regional Geologist
Rolly Call

SUBJECT West Marquam Intch.-N. Tigard Intch.
Pacific Highway (I-5)
Multnomah County

Sampling and testing of materials used in construction of the subject section has been completed. Laboratory reports have been received with the exception of those for samples of base rock taken under the existing shoulders. The generally poor appearance of the section has been described and documented by prior reports.

A test pit at southbound station 308+30 35'Rt. revealed eight inch PCC and 10-inch base rock over a plastic clay subgrade with a LL of 58 and PI of 35. The base rock depth at this location is two inches less than the 12 inches specified. No free water was encountered to a total depth of 76 inches and the moisture content of the soil from 18 inches to 76 inches was optimum and below.

A test pit at northbound station 360+06 37'Lt. revealed seven inches of PCC (1" less than specified) and 12 inches of base rock meeting depth specification.

The subgrade material extended from 19 inches to 39 inches where refusal was met on rock. Free water was noted at 32 inches. Although a Proctor test was not run on the subgrade material, moisture content from 39 per cent to 46 per cent would indicate that the material was considerably in excess of optimum moisture.

Sampling of the north and southbound shoulders revealed variable AC depths from 3½ inches to 5½ inches with base rock meeting specifications at one location and exceeding specifications by as much as five inches in the other four tests. Free water was noted at nine inches on the test at south-bound station 308+30 46'Rt. This location is only 11 feet from the test pit (35'Rt.) that was dry to the end of the hole at 76 inches.

Free water was noted at 12 inches in the test at northbound station 360+06 46'Lt. with free water also noted at 32 inches in the test pit nine feet away at 37'Lt. The other three shoulder test sites disclosed no free water.

Laboratory reports show the base rock from the est pits to be quite clean with the fines showing zero to one PI. Sand equivalent values are lower than required by present specifications. PCC cores taken showed depths of 7.1, 7.9, 7.7, 7.7 and 7.9 with specified depth of eight inches.

Compressive strength ranged from a low of 4750 psi to 9175 psi.

Beam deflection tests were run by the Salem Soils Section to indicate movement in PCC slabs and not as a strength determination. A report of these tests is expected momentarily.

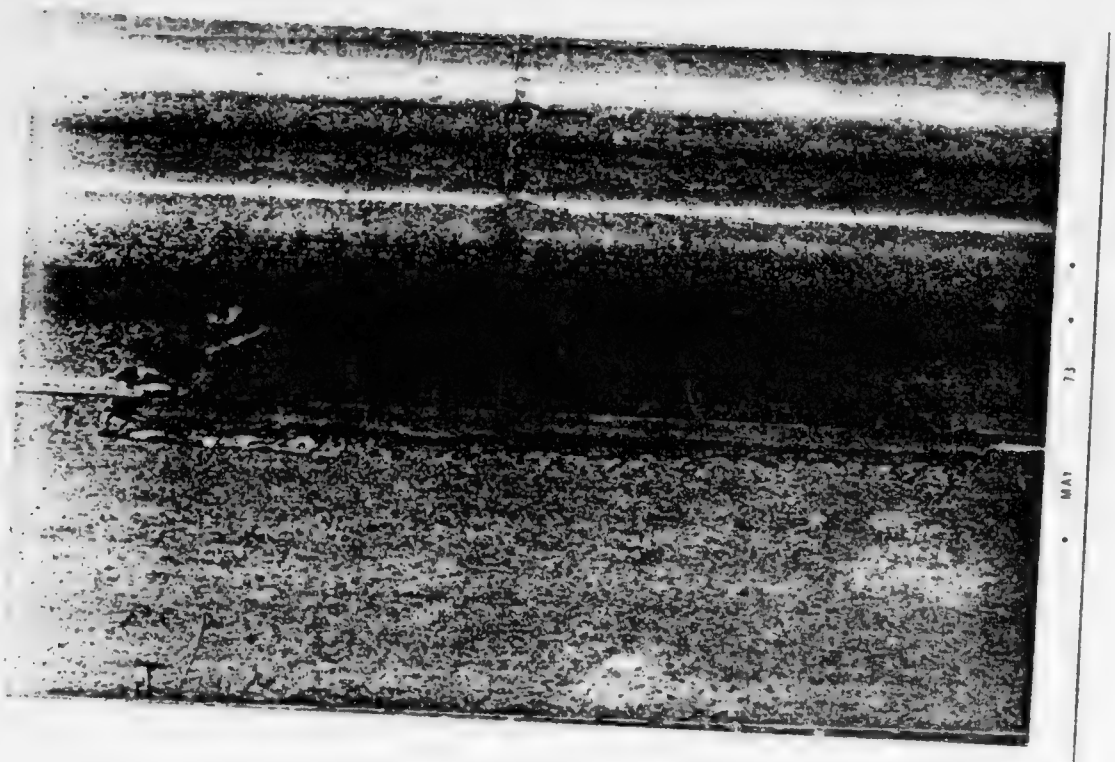
Results of recent sampling appears to verify prior statements of inadequate base and drainage causing the deterioration of the subject section.

RC/pw
cc F. W. Yarbrough
Attn: C. Gregg
File

BALDOCK FREEWAY

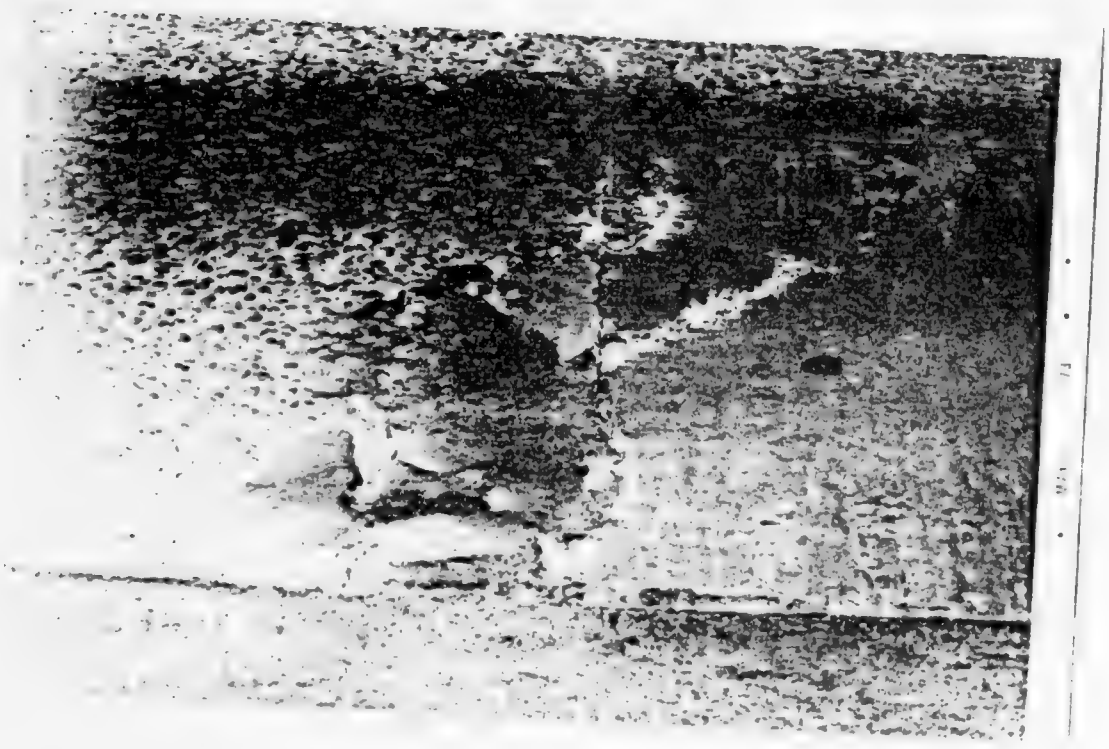
Broken concrete

6/1/73



Northbound
M.P. 294.53

Area that had been patched and rebroke both within & outside of the patch

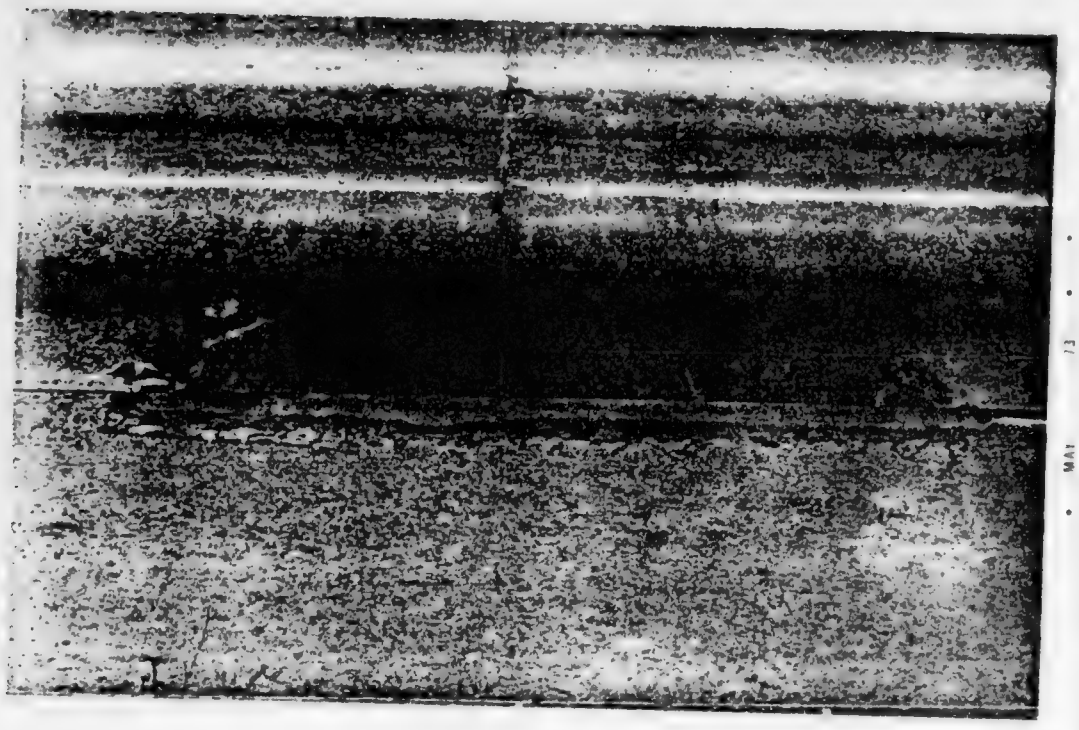


Closer view of left side of patch.

BALDOCK FREEWAY

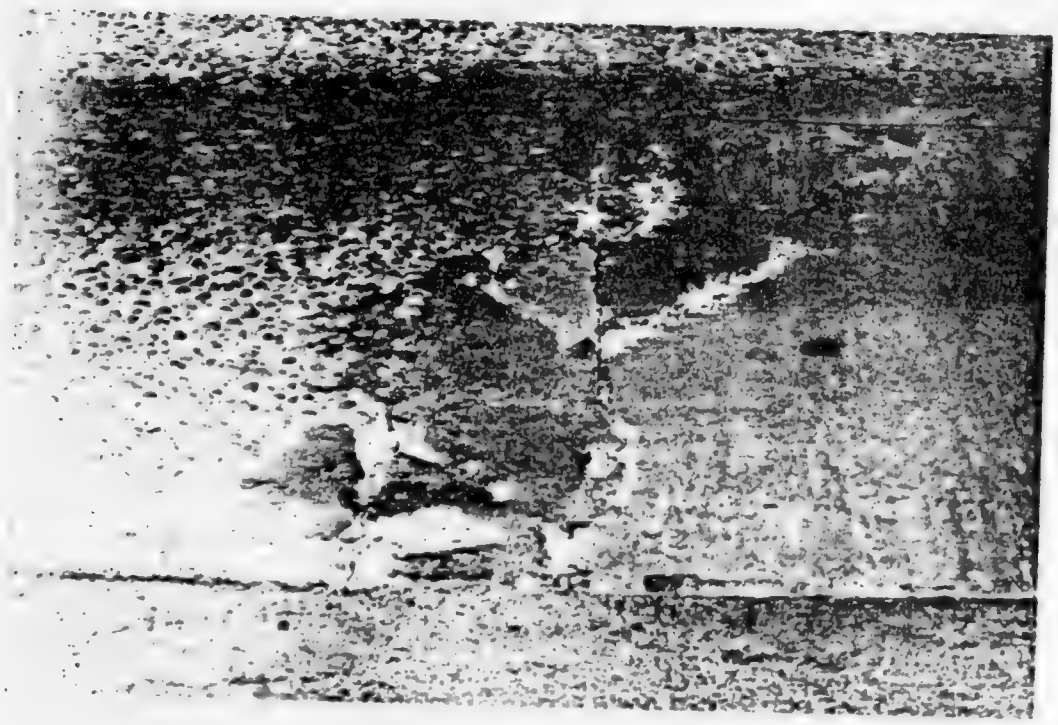
Broken concrete

6/1/73

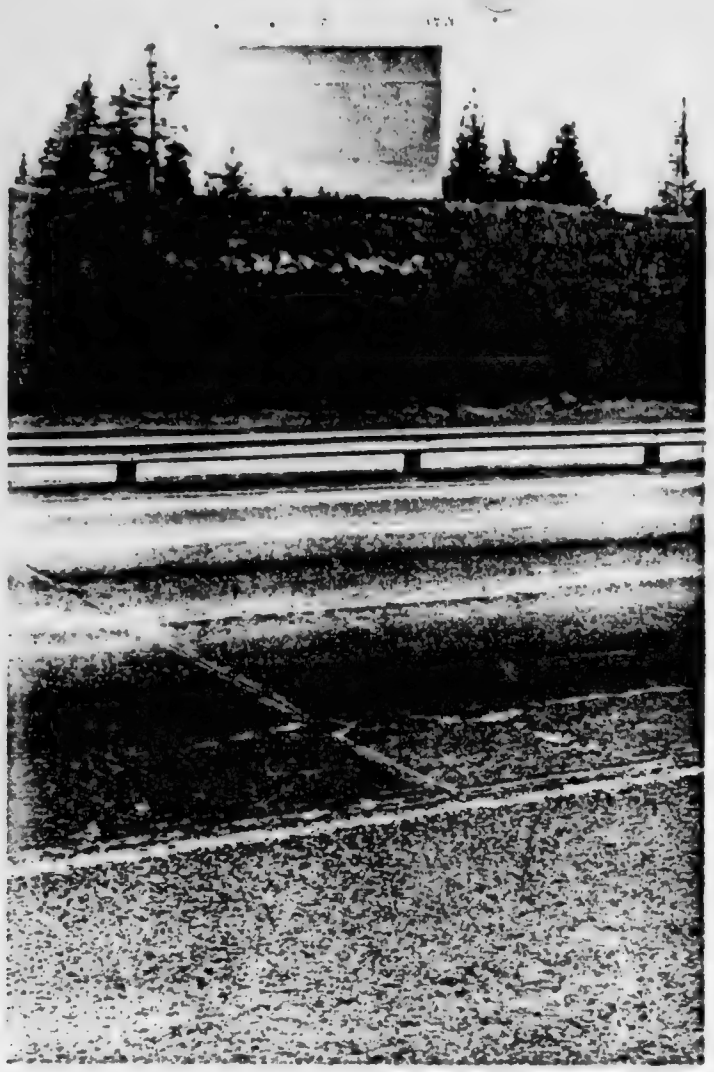


Northbound
M.P. 294.53

Area that had been patched and rebroke both within & outside of the patch



Closer view of left side of patch.



BALDOCK FREEWAY

Broken concrete

6/1/73

Northbound
M.P. 294.60

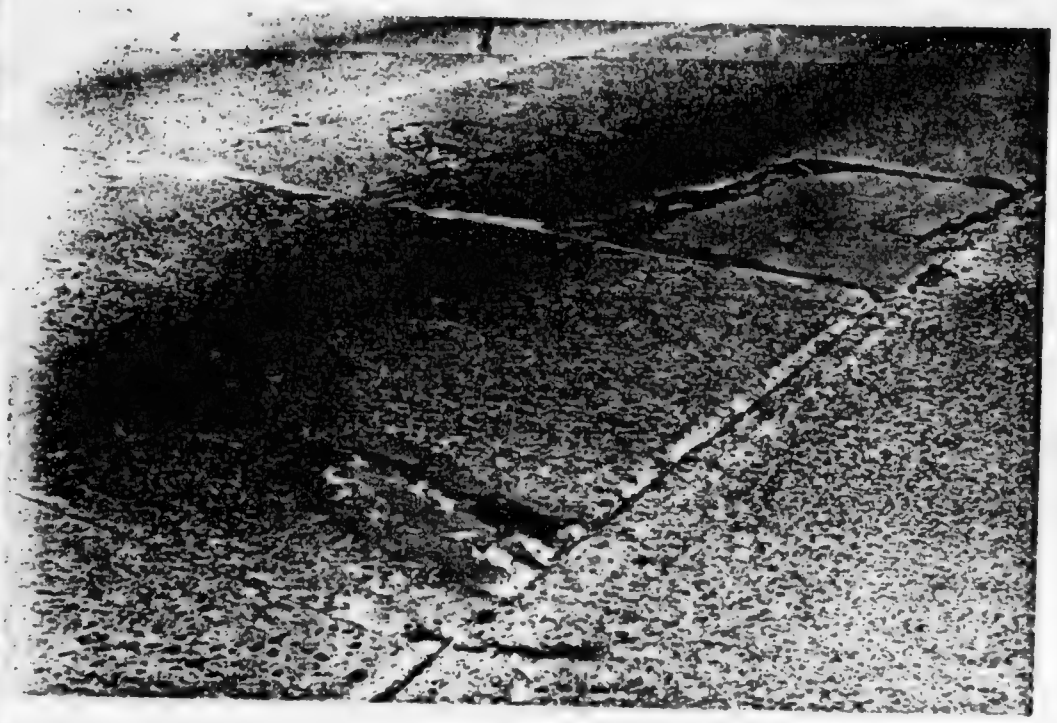
Broken area that has been sawed for removal.

Two lower pictures are closeups shot from two directions of the major failure.

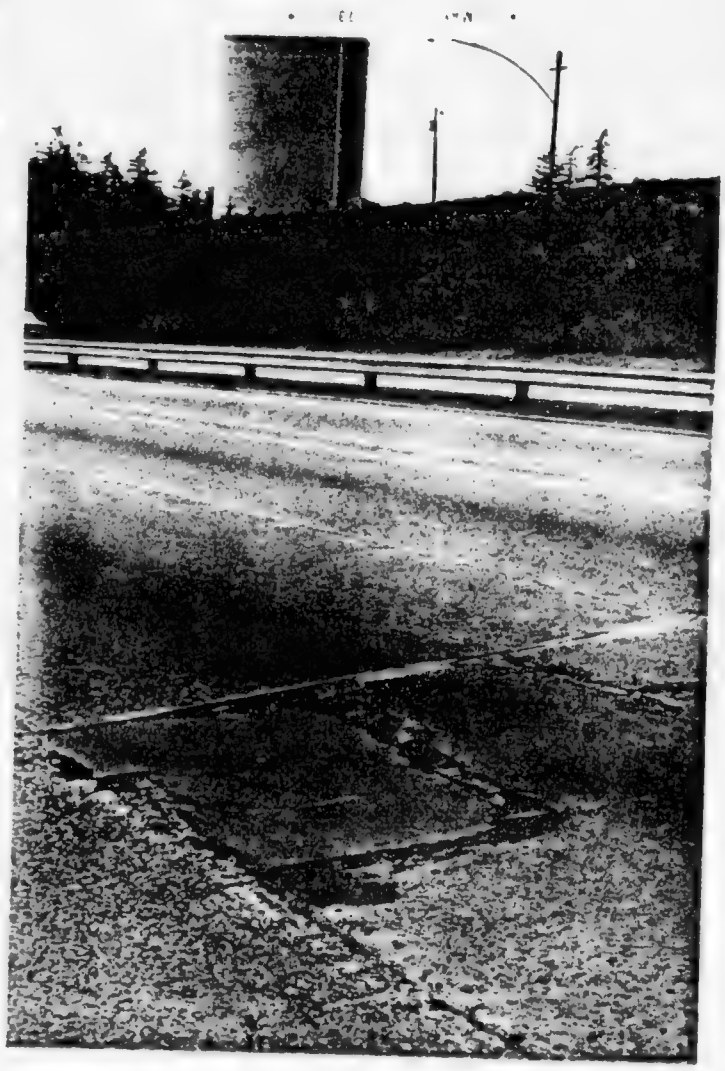
BALDOCK FREEWAY

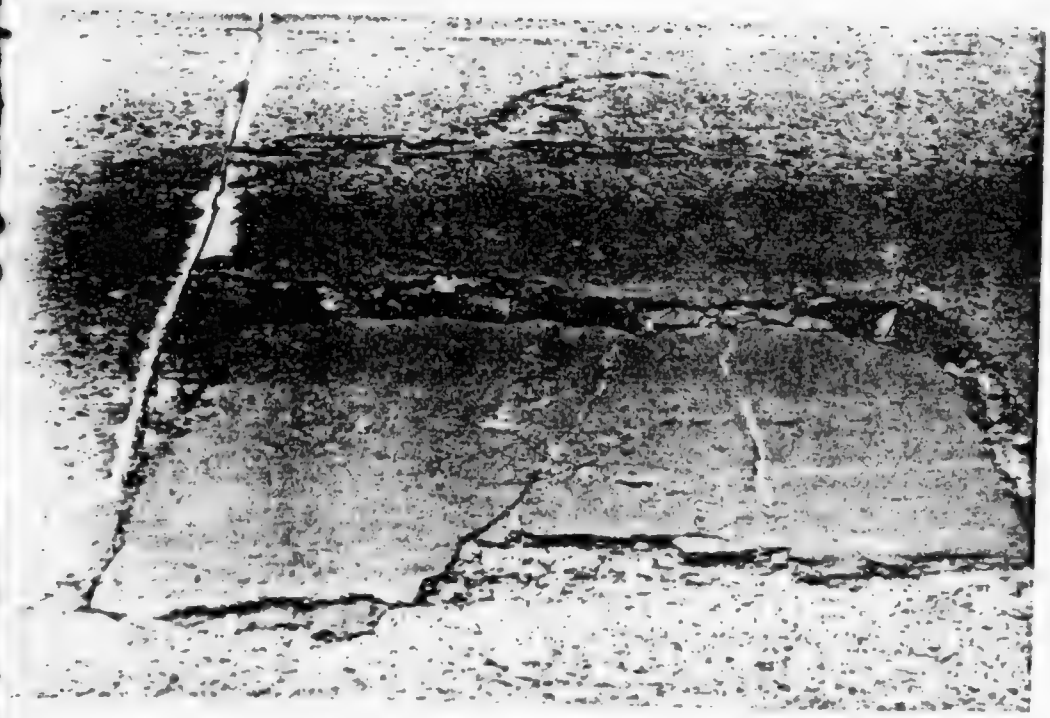
Broken concrete

6/1/73



Northbound
M.P. 294.67



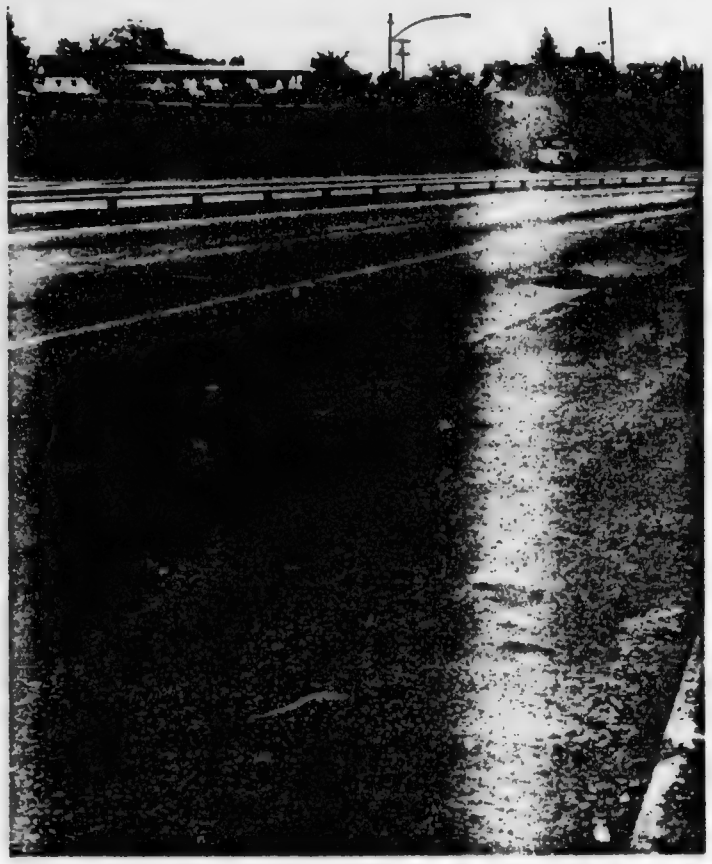


BALDOCK FREEWAY

Broken concrete

6/1/73

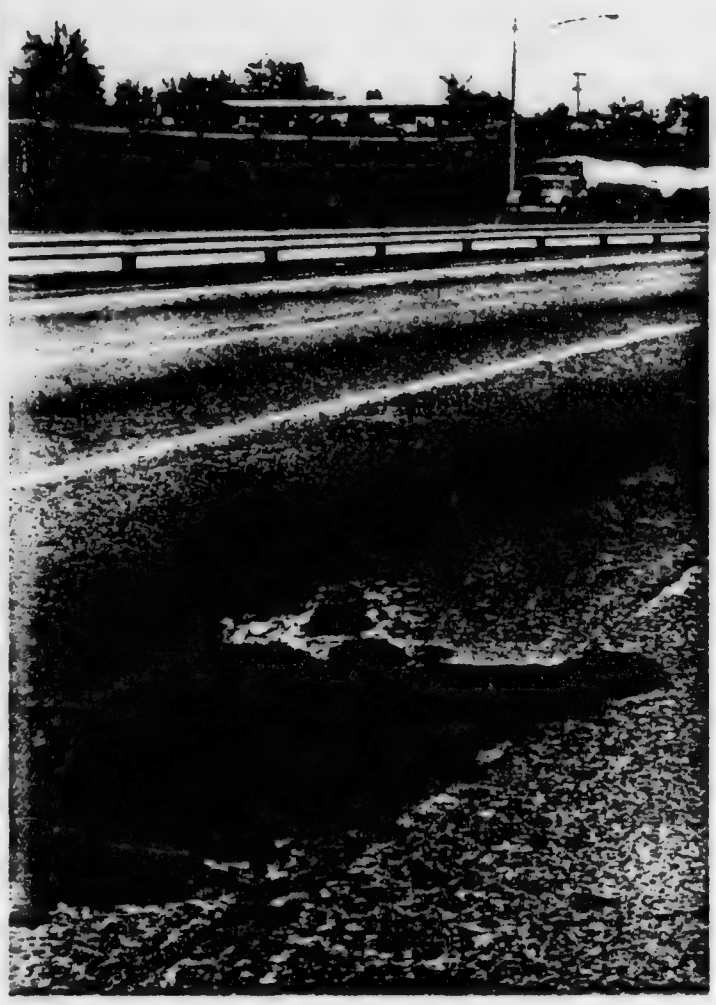
Northbound
M.P. 294.72



BALDOCK FREEWAY

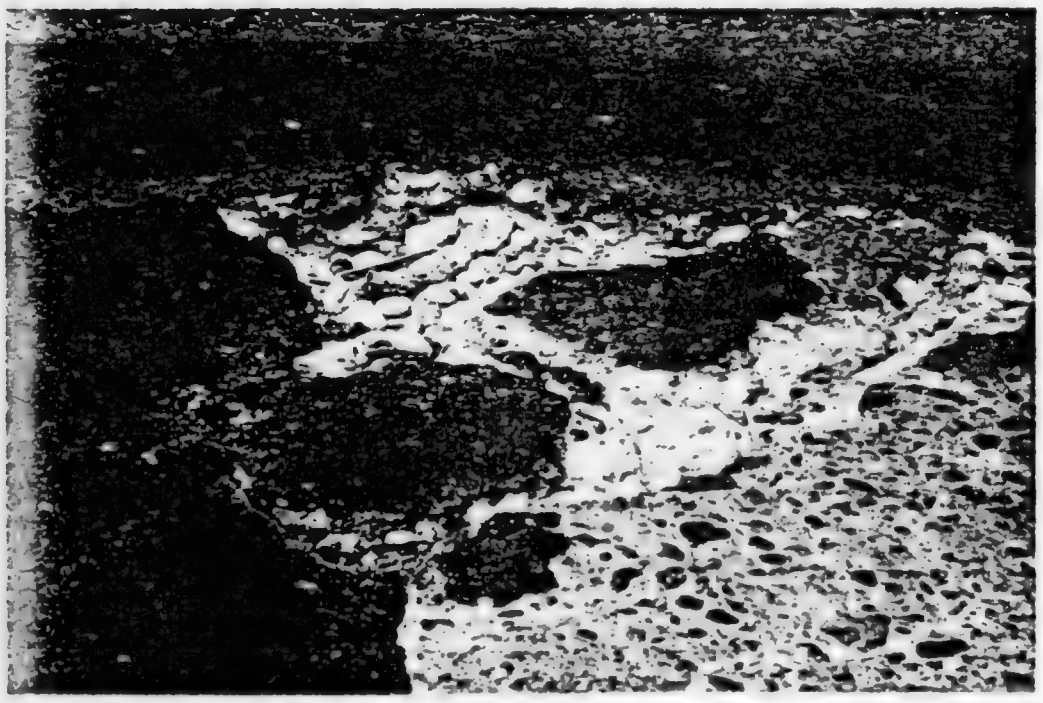
Broken concrete

6/1/73



Northbound
M.P. 294.73

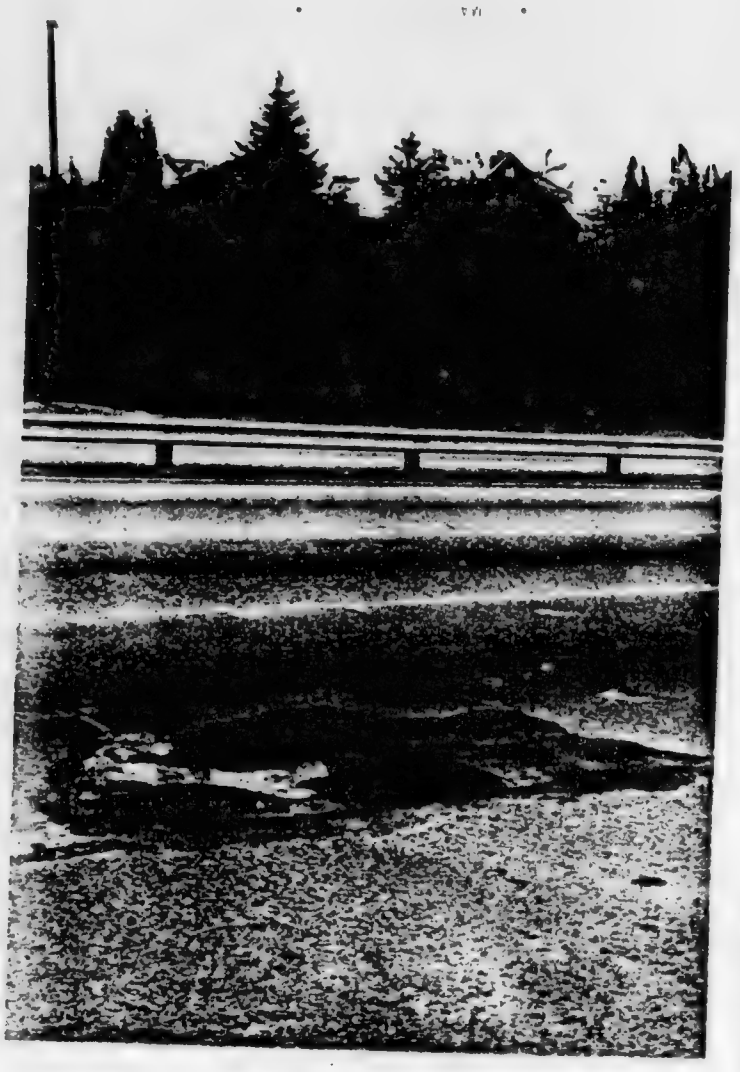
In closeup below, note the exposed steel rebar. Pen shown in picture is 5" long.



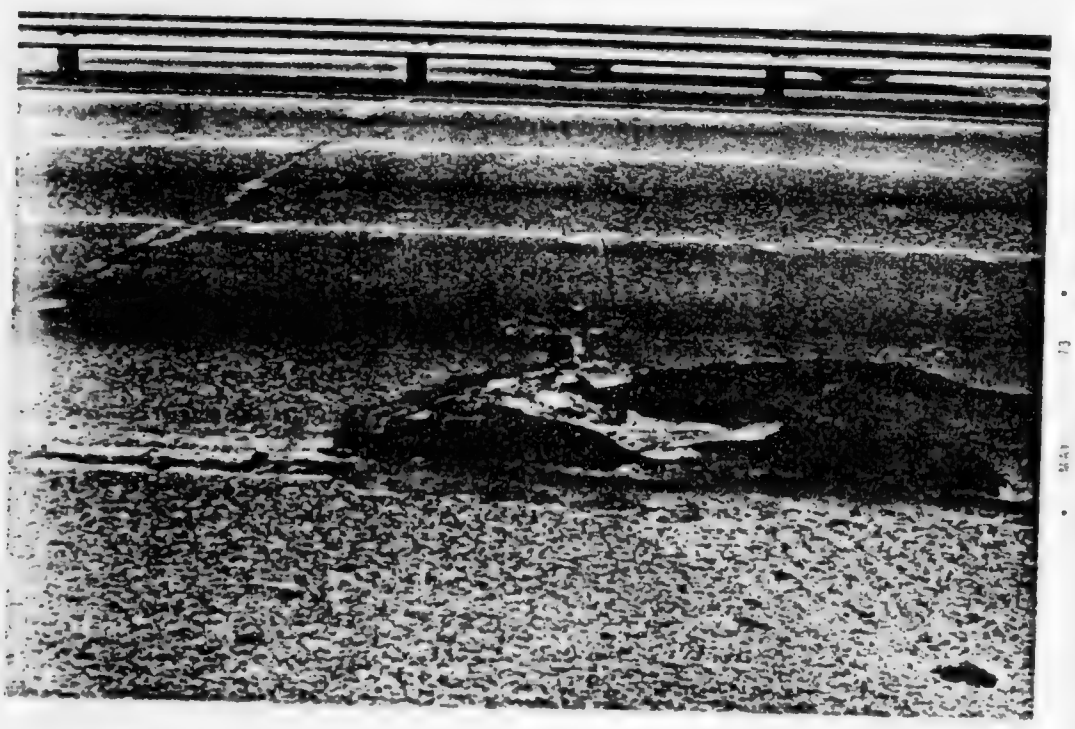
BALDOCK FREEWAY

Broken concrete

6/1/73



Northbound
M.P. 294.80



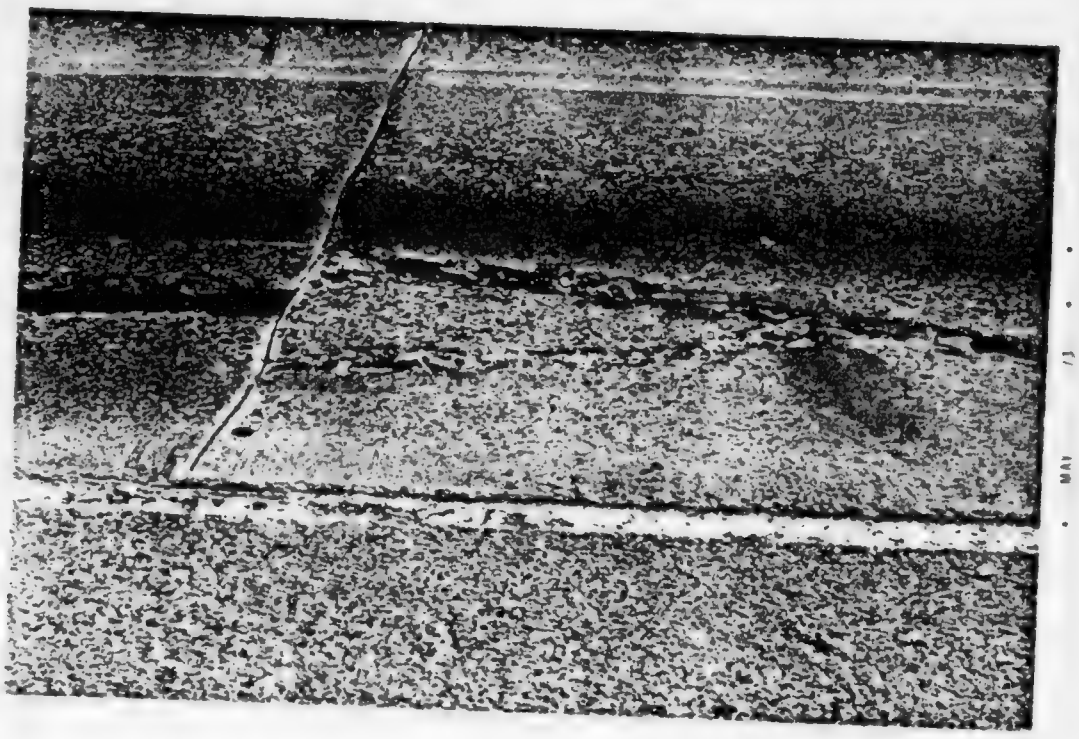
BALDOCK FREEWAY

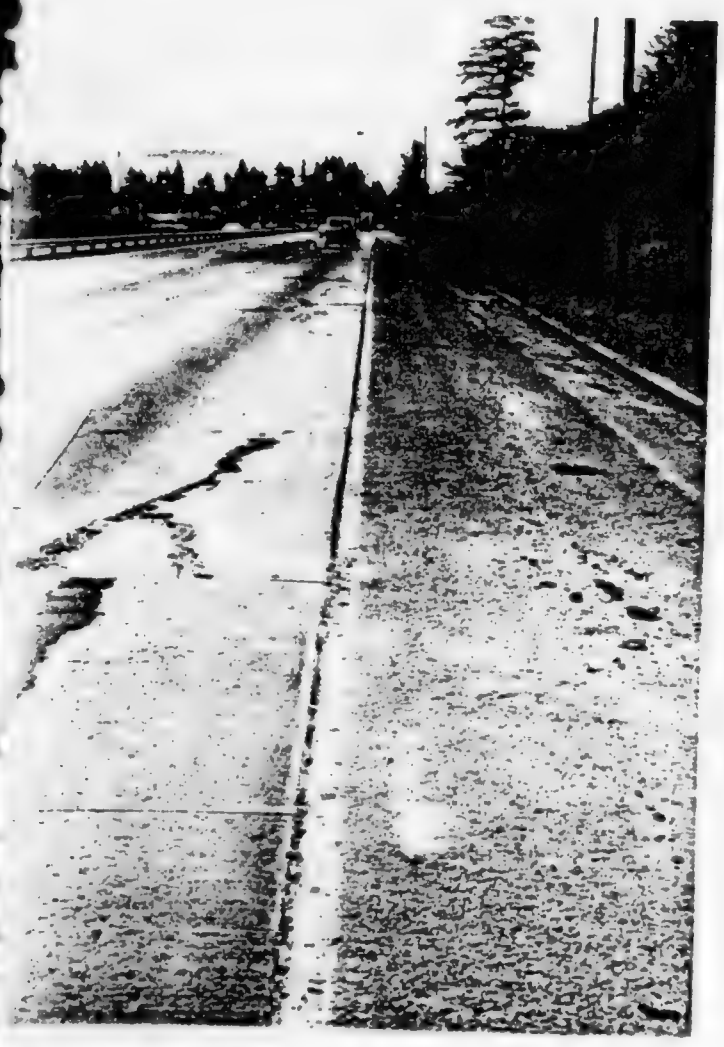
Broken concrete

6/1/73

Southbound

M.P. 295.71



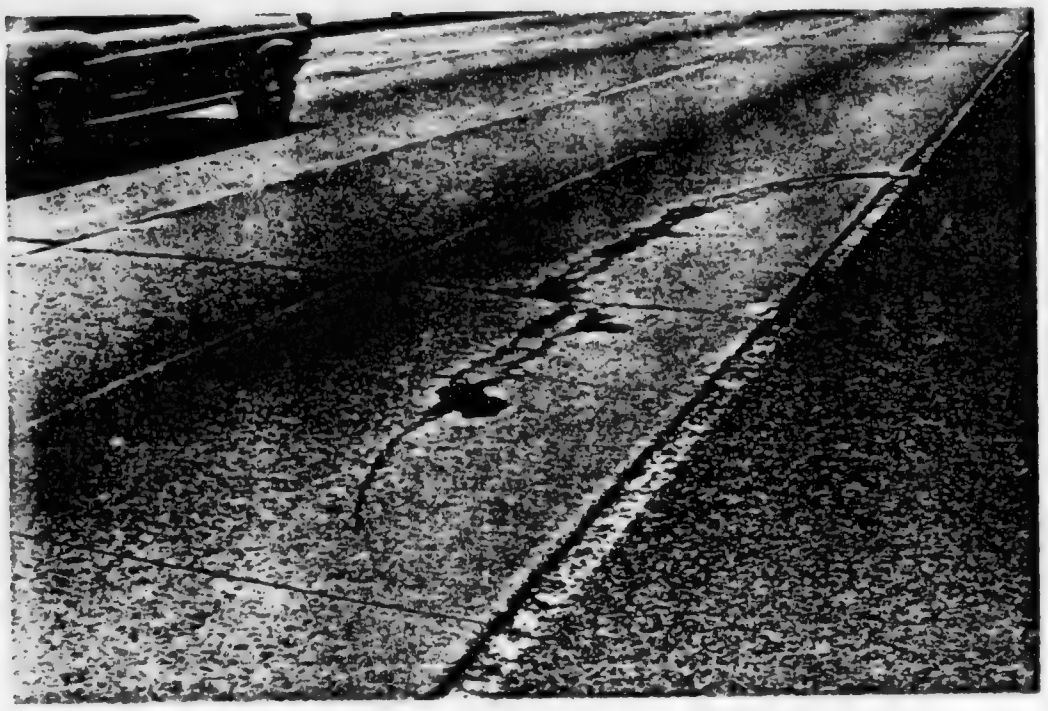


M.P. 295.70

BALDOCK FREEWAY

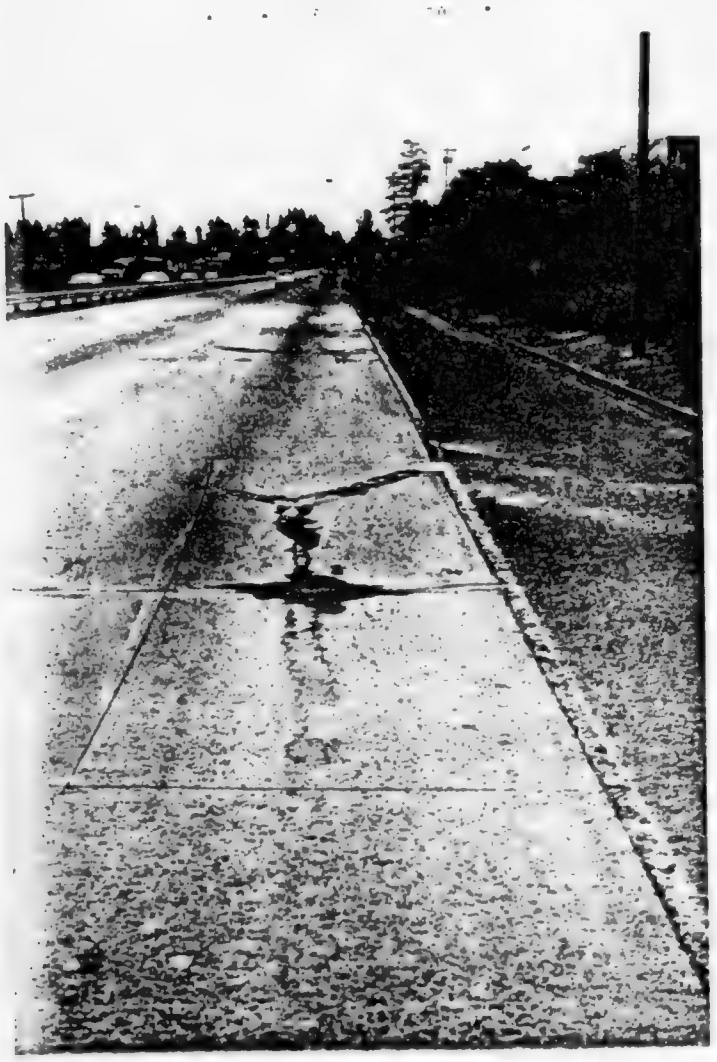
Broken concrete

6/1/73



Southbound

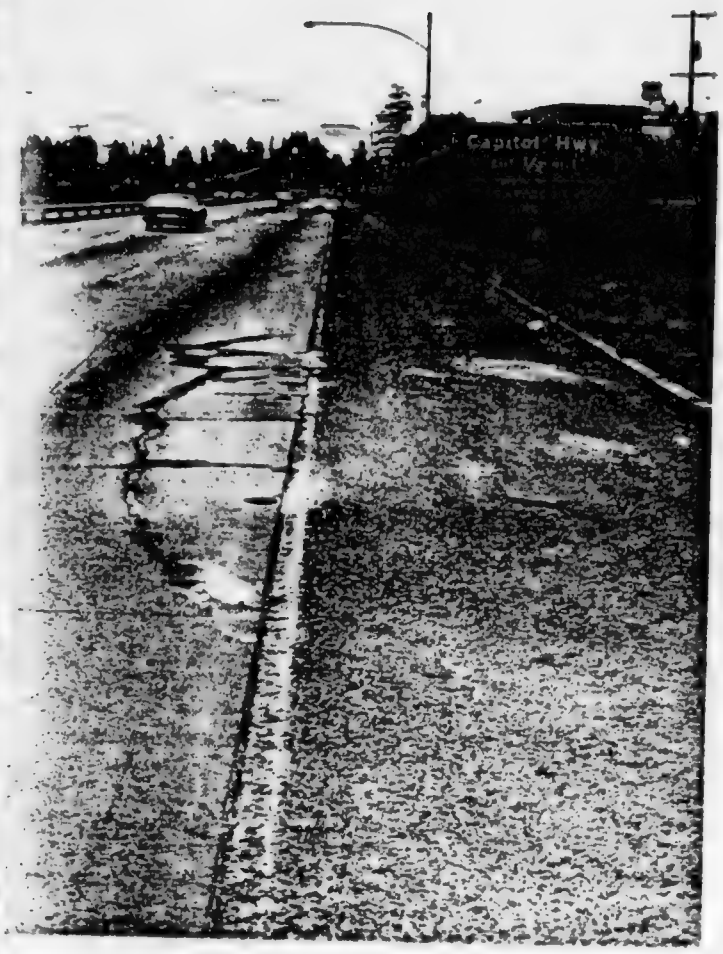
M.P. 295.78



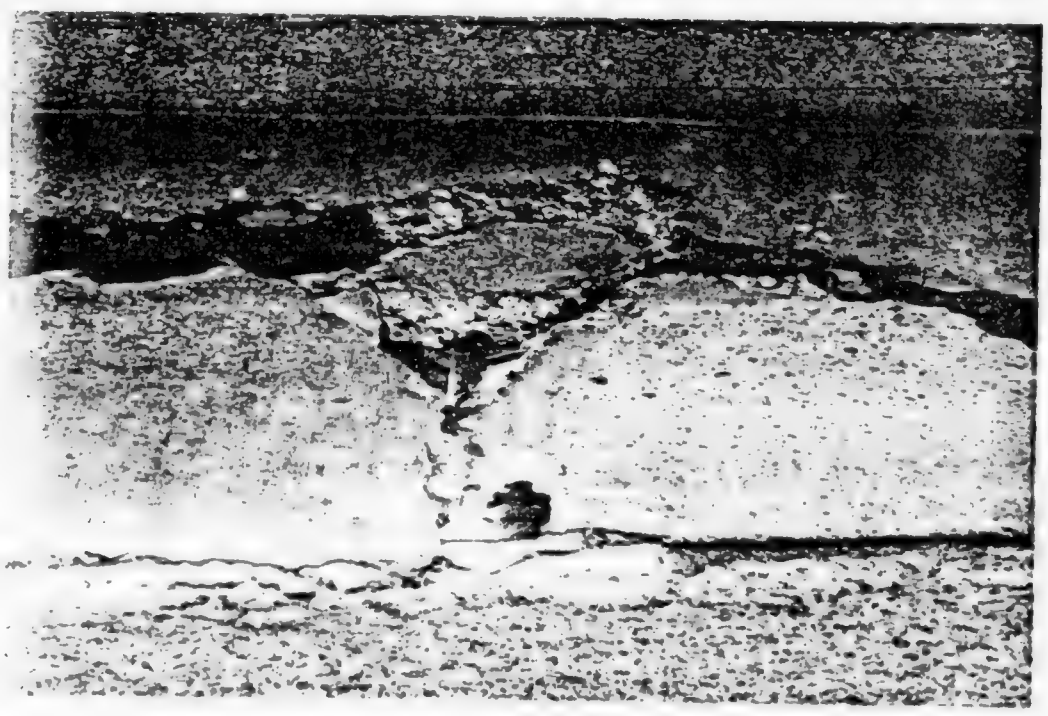
BALDOCK FREEWAY

Broken concrete

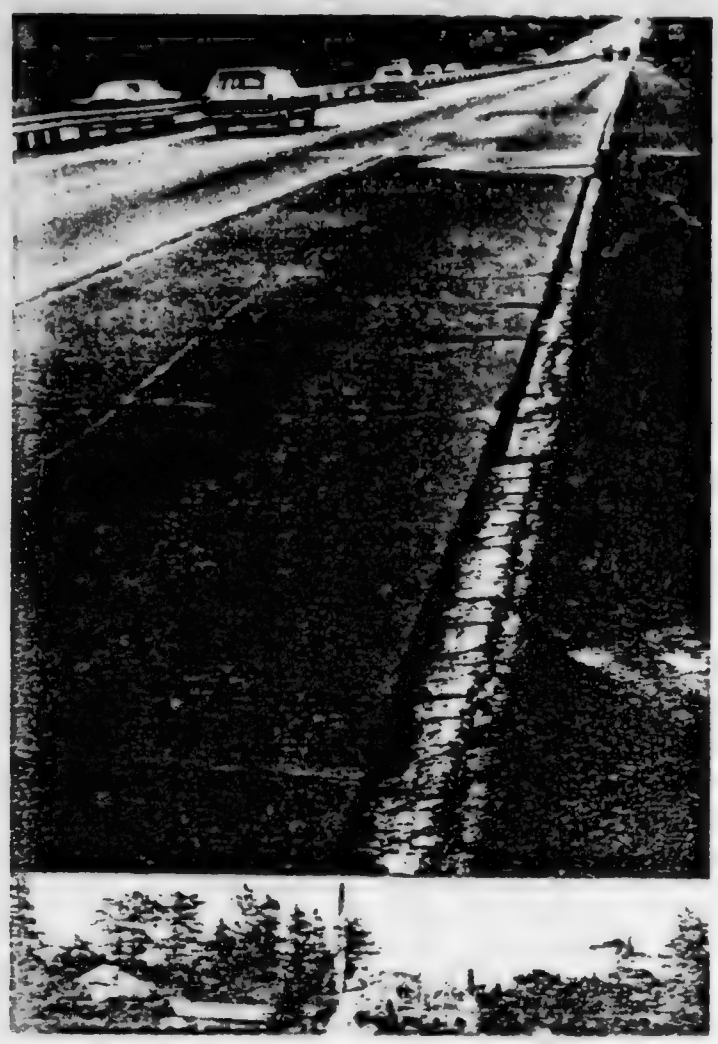
6/1/73



Southbound
M.P. 295.80



Note exposed rebar .

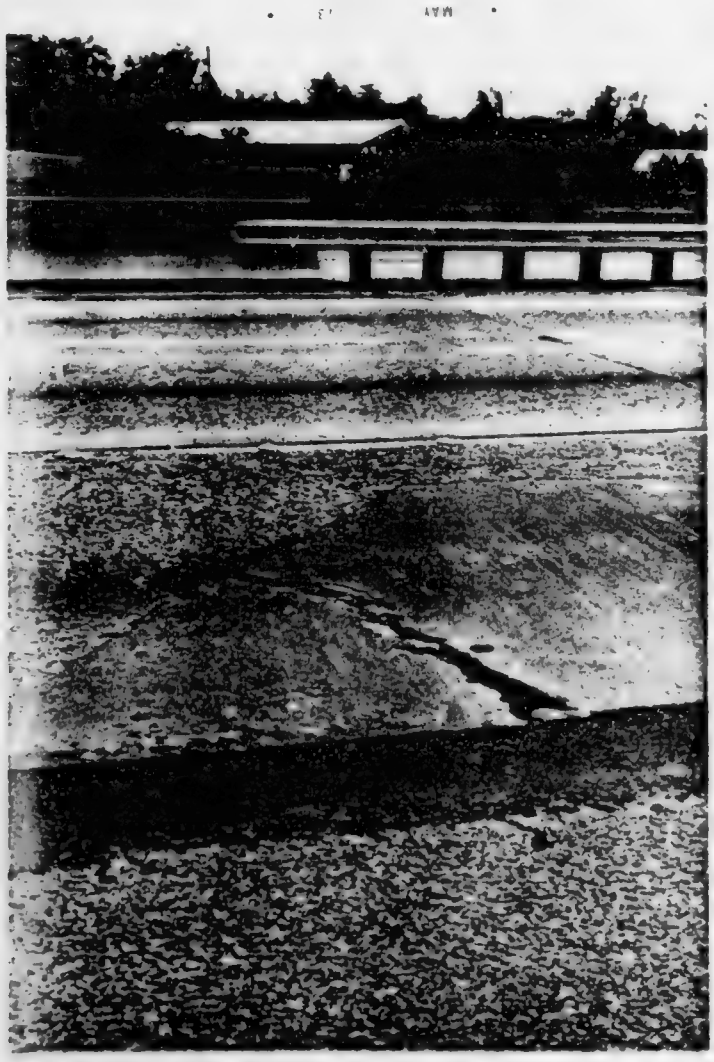


BALDOCK FREEWAY

Broken concrete

6/1/73

Southbound
M.P. 296.25



M.P. 296.24

Failure of previous repair.

Con 16
I-5. E

FORM S.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June ~~27~~ 29, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM O. H. Versteeg, Road Design Engineer

SUBJECT WEst Marquam Interchange-North Tigard Interchange
Experimental CRC Pavement Overlay

At your request the West Marquam-North Tigard Section of I-5 has been studied with a view to seeking Federal-aid funding for a six-inch continuously reinforced concrete pavement overlay as an experimental project. The conclusion drawn from the study is that neither a CRC pavement overlay nor the construction of the overlay as an experimental project appear desirable in this location. The following observations supporting this position are submitted for your review.

The most acceptable alternate for traffic handling during construction appears to be the complete closure of either the northbound or southbound lanes and detouring traffic to Barbur Boulevard. Traffic volumes and speed through the section preclude public convenience or safety in the close proximity of a PCC paving operation in adjoining lanes. It is estimated that either the northbound or southbound lanes would be closed about two months. Contingent upon the experimental aspects in the paving operation though closure could be for a longer time.

In addition to the slow-down of paving because of incorporating of experimental sections in the work the use of such untested design elements as bonded and unbonded overlaying, reinforcement and joint variations, etc., on an overloaded facility is considered undesirable since if any of the sections failed, traffic would be interrupted again while the section was repaired.

That the section is deteriorating and needs an overlay is recognized but it is recommended that a study be undertaken and a design developed towards using an asphaltic concrete overlay. The public accommodation and safety alone appear to support the use of A.C.

FET:jh

6-29-73

6-29-73
Original to
O. H. Versteeg

Hal
I agree. Start to prepare justification for A.C. overlay with I money. High priority
Ell
cc Wolfe.

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8236

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

cc H. S. Coulter
E. S. Hunter
V. D. Wolfe
R. N. Bothman

DATE September 14, 1973

TO J. H. VERSTEEG
Road Design Engineer

FROM L. W. RULIEN
Regional Engineer

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Surface Condition
Portland Cement Concrete Pavement
N. Tigard Interchange to Marquam Bridge Section
I-5

NOTED
E. S. HUNTER

Attached is a brief narrative report, a group of colored pictures showing various aspects of surface failures, a short report from the Regional geologist, and a sample picture from our aerial coverage, all of which pertain to the deteriorated pavement condition on the subject section.

It seems apparent that with even fairly long commitments of man hours and money to a maintenance effort, that the serviceability of portions of this section of I-5 is declining. From my own observations, the condition is deteriorating at an accelerating rate. It is my opinion that substantial portions of the outside lane will need to be replaced and that during this replacement adequate subgrade drainage will need to be provided. Something will have to also be done to the center and inner lanes. Traffic volumes are so high that a considerable study will need to be made of various detouring and/or staging combinations that will have to be made before the type of reconstruction can be recommended.

I understand that you are and have been dealing with the FHWA concerning a reconstruction of some inadequate concrete between Salem and Eugene. I would suggest that a similar discussion should occur regarding the eligibility of this particular section for an interstate funded correction. I am particularly desirous of approval for a survey authorization which will lead to a corrective proposal for this section. It lies within an area normally considered Metro and it may be that they should work up this job.

cc Hunter & Wolfe

Will you please peruse this data and advise if anything more is needed from us at this time, and also advise if we can get a survey effort going to develop suitable correction.

LWR/cr
Attachments

9-17-73 Rulien
Ok initiate survey order in Region I.
E.S.H.

NARRATIVE: PCC Joint and Slab Repairs
North Tigard Interchange-Marquam Bridge Section

Except for a section of eight lanes near the Marquam Bridge Interchange, that part of I-5 under consideration is a six mile section of reinforced concrete six lane highway with paved shoulders. It extends from the North Tigard Interchange to the Marquam Bridge. All but a small portion is signed for 60MPH, passenger-car speed. Each year traffic volume increases with ADT recorded in 1969 and 1971 as follows:

1969		1971	
MP	ADT	MP	ADT
299.41	57,400	300.37	82,600
294.74	44,500	298.24	70,900
		295.43	53,100
		285.83	28,600

There is a heavy percentage of truck traffic.

Beginning a few years after construction spalling of the sawed joints became noticeable, both visually and with regard to rideability. Joint failures are quite evident upon examination of available recent aerial photographs. Random cracking has also occurred as a result of subgrade failure. Upon removal of the damaged concrete, excessive water is found to be a prime cause for subgrade failure and pavement breakup. The attached photographs show typical examples of pavement failure on this section.

Substantial efforts have been made toward maintaining an acceptable riding surface. Primary attention has been given rehabilitation of deteriorating joints and cracks using a mixture of epoxy and No. 4 Joplin Grit. Dependent on the amount of work in a given area and, therefore, the amount of moving ahead, sign relocation, etc., the cost for repairing a joint has risen from $2.00/LF in 1970,

to an estimate of $3.42/LF at present. A typical joint repair crew can be expected to repair 200 LF of joint per day or, assuming weather conditions permit 132 available days per year, about 26,400 LF per year. There are approximately 35,150 LF of joint in need of repair at this time.

Estimates for wearing surface repair reach $98.50/sq.yd. The problems encountered in effecting wearing surface repair seem to be (1) determination of when to stop removal of damaged concrete, and (2) the bond developed by the material used to fill the void is only as good as the parent material. In some cases the new patch has broken up and been beaten out by traffic. The most effective patches have been accomplished by completely removing damaged concrete and replacing it with a full depth patch. Patching crews normally consist of a nine-man crew. High traffic volumes have restricted working time to off-peak hours (9-3:30). In addition, patch curing is affected by weather conditions thereby,restricting work to summer months. Past experience indicates patching crews can place, on an average, six square yards per work day. Assuming 132 available days per year, we can expect 792 square yards of wearing surface that can be rehabilitated per year per nine-man crew: 2,700 square yards of pavement are now in need of repair.

The combined total for pavement and joint repair is estimated to be $386,200 and approximately 5,925 man-days of work. Owing to the condition of the subgrade some type of preventive maintenance seems in order to, at least, slow down the increase in joint and wearing surface failure. One possibility is for the installation of 5,600 LF of perf. drain at a cost of $34,400.

In summary, the scope of this problem is beyond the capabilities of the maintenance personnel and the resources at hand are insufficient to maintain acceptable riding conditions. For the most part, poor subgrade condition and

k ineffective in
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egional geologis
orm of major con
l solution to ou
input from a th
ruction problem
le are therefore
problem in dep

slab settlement have rendered patching work ineffective in solving the problem. (This conclusion is supported by the attached letter dated September 12, 1973, containing information findings of our regional geologist.) It is recommended a different approach, possibly in the form of major construction, be examined.

In order to facilitate the optimal solution to our problem, we feel it would be most advantageous to receive input from a thorough field survey. In addition to the aforementioned construction problems, we feel that handling of traffic will be a major concern. We are therefore requesting approval to prepare Authority for Survey to study the problem in depth in order that we can then make a recommendation.

8236

I-5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 27, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM O. H. Versteeg, Road Design Engineer

SUBJECT WEst Marquam Interchange-North Tigard Interchange
Experimental CRC Pavement Overlay

RECEIVED
JUN 28
ROAD DESIGN SECTION

At your request the West Marquam-North Tigard Section of I-5 has been studied with a view to seeking Federal-aid funding for a six-inch continuously reinforced concrete pavement overlay as an experimental project. The conclusion drawn from the study is that neither a CRC pavement overlay nor the construction of the overlay as an experimental project appear desirable in this location. The following observations supporting this position are submitted for your review.

The most acceptable alternate for traffic handling during construction appears to be the complete closure of either the northbound or southbound lanes and detouring traffic to Barbur Boulevard. Traffic volumes and speed through the section preclude public convenience or safety in the close proximity of a PCC paving operation in adjoining lanes. It is estimated that either the northbound or southbound lanes would be closed about two months. Contingent upon the experimental aspects in the paving operation though closure could be for a longer time.

In addition to the slow-down of paving because of incorporating of experimental sections in the work the use of such untested design elements as bonded and unbonded overlaying, reinforcement and joint variations, etc., on an overloaded facility is considered undesirable since if any of the sections failed, traffic would be interrupted again while the section was repaired.

That the section is deteriorating and needs an overlay is recognized but it is recommended that a study be undertaken and a design developed towards using an asphaltic concrete overlay. The public accommodation and safety alone appear to support the use of A.C.

FET:jh

6-29-73

Hal
I agree that to pursue
justification for A.C. overlay
with I money. With priority
Esh
cc Wolfe.

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8237 Smith Point (Astoria) Sec. 1975
on Oregon Coast Highway
(Roadside Improvement)

Form A-105-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Smith Point (Astoria) Date Feb. 16, 1977, 19.....

Highway Oregon Coast Contract No. 0427 F. A. Project No. ISP-2(10)

County Clatsop Prefix 4-0203 Account No. .....

Description of Work To Be Done:

Second year establishment work, i.e., plant replacement, pruning, fertilizing and use of appropriate herbicides.

Location by Station Numbers:

3+00 thru 8+00

Estimate of Quantities and Costs:

As per Landscape Unit estimate.

Approval Recommended as of 12-12-76

Lump Sum . . . $1,700.00

Explanation:

Letter from J.H. Versteeg in relation to second year plant establishment. Work to be done in accordance to project special provisions and the Standard Specifications for Highway const. 1974.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 66,555.96
Present estimate of project cost, including $ 1,700 for work under this order	$ 68,255.96
Expected under-run / over-run (amount)	$ 1,700.00
Expected under-run / over-run (per cent)	2

Space to right of this line is for use of Salem Office

Submitted by: Harold Tilson
Resident Engineer

Approval Recommended: N. O. Nicol
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: S. Kinney
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

State Printing

8237

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5'77
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTE:
E. S. HUNTER

cy Rubin - file proceed as authorized. Ed
A Versteeg 1-7-77

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

SUBJECT: Second Year Plant Establishment

In reply refer to: 1041EC/510.7

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

for G. L. Green

1 Versteeg
2 Olsen

RECEIVED
DEC 14 '76

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1 3 77

Versteeg
Review ongoing
contracts for modifying
as outlined.
EO.

RECEIVED
STATE HIGHWAY DIV.
DEC 14 '76
REFER TO
FOR

8237

OREGON STATE HIGHWAY DIVISION

December 8, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon Mutual Savings Bank
700 NE Multonomah
Portland, OR 97232

Attention: Teresa K. Kelly

Re: Castile Landscaping
Contracts 8237, 8239

Our contracts 8237 and 8239 with Ben Castile Landscaping have been finaled. We release our interest in certificates of deposit 13103968 and 13102943, $7,000.

The assignment of the certificates to the State of Oregon is enclosed.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

Enclosure

JHP:mm

cc: Ben Castile Landscaping

bc: C.W. Head
R. Church
C. Barrett

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8237

November 22, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 16, 1976, we wrote to you concerning release of final payment on Contract No. 8237 awarded to Ben Castile Landscaping for roadside improvement on the Smith Point Section in Astoria on the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $720 and the total contract amount is $57,389.87. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ben Castile Landscaping
13460 Fielding Road SW
Lake Oswego, OR 97034

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8237

1b

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. LSF-2 (10)

Contract 8237, Work Completed 6-24-76

Project Smith Point (Astoria)

Highway Oregon Coast

Count(y)(ies) Clatsop

Establishment Period Ended 10-21-76

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

G. L. Green
Division Administrator

RDC:eb
cc: H. S. Coulter
C. T. Keasey
R. D. Church

8237

OREGON STATE HIGHWAY DIVISION

FIELD INSPECTION REPORT

(Materials delivered to Project)

10-26-76

Report No.

Bid Item No.

581-734-3460

Smith Point (Astoria) Highway Oregon Coast Prefix

ctor Ben Castile Landscaping Subcontractor Cont. No. 8237

Gary Inloes County Clatsop F.A. No. LSF-2(10)

t Engr.

REPORT OF INSPECTION

of Material Final Inspection of Project Date of Arrival on Job

e of Materials SUPPLIER Sample sent to Lab. for tests YES/NO Sample Data No.

Quantity this Shipment UNIT Quantity Accepted Quantity Rejected EXPLAIN UNDER REMARKS

SUPPORTING THIS INSPECTION:

- ☐ Materials Section: Inspection report No. I Lab report No.
- ☐ Manufacturer's Certificafion.
- ☐ Materials Section inspection label, mark or brand showing material was inspected and found suitable for use prior to shipment.
- ☐ Tests performed or observed in field (list and explain under remarks).

MARKS: I inspected the project two weeks prior to the final inspection date. All plant materials, including replacement plants were of size and quality specified. Final approval and acceptance is recommended.

Versteeg ✓
Olson
Scott
3 Swenson
Savage
Trout

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OCT 27 1976
ROAD DESIGN SECTION

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Other

Inspected By Thomas L. Savage Title Landscape Engineer Date 10/26/76

Accepted to date QUANTITY UNIT or PERCENT Total required (estimated) QUANTITY UNIT

INSTRUCTIONS: In the remarks space provided on this report, list heat nos., lot nos., dates of manufacture and all other pertinent information relating to the inspection. List damaged sections, substandard details, etc., also list basis for rejection and disposition of unsuitable materials. Report numbers are to begin with #1 for each bid item. Do not list inspection results on more than one bid item per sheet.

DIVISION ENGINEER

8237

Astoria

REFERRED TO

Board Reed
Cole ✓ Semple
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT
Smith Point (Astoria)
Contract 8237
Contractor: Ben Castile Landscaping
Supervisor: Jim Castile
Resident: Gareld Inloes

1 Versteeg ✓
Olson
2 Christensen Dan
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Bids Received: June 12, 1975
Awarded: June 17, 1975
Begin Work: June 30, 1975
Completed: June 24, 1976*
* Est. Period Oct. 15, 1976

INTENT:

The purpose of this project was to beautify the state owned land at the South Westerly approach to the City of Astoria. This was accomplished by planting sod lawn, Roses, Juniper and Japenese Pieris. Included for better maintenance was a underground irrigation system.

MODIFICATIONS:

During the preconstruction meeting the contractor suggested that he install an underground concrete box instead of above ground metal cages for the double check valves as indicated on the plans. They also desired to place the Time Clocks nearer the Sign Bridge Post then shown on the plans. As these changes were beneficial to the State and were to be done at no extra cost to the State they were approved and incorporated.

The plans showed available power in the island near the Time Clocks, this was an over-sight and required a Price Agreement to be written with Laneguard Inc. (Astoria Area Safety Project Contractor) to supply power to the area.

IRRIGATION:

The contractor chose to install Weather-Matic Pop-Up Rotary Sprinkler Heads prior to their approval and subsequently were required to replace them with Rain Bird Heads or approved equal when the former failed to receive the required a proval because they did not meet all requirements of 782.13. The contractor was permitted to leave two full and two half circle heads for in service comparison.

AGREEMENTS:

Price Agreement #1 was written to document the substitution of a Spartan Rose for the specified Sarabande as the later was not available in the quantities desired.

Price Agreement #2 was added to protect the expensive Time Clocks from vandalism and the adverse weather occurring on this particular location. The clocks were weatherproof but it was the concern of all involved that the Salt Air & S.W. winds which prevail year around would shorten the life expectency of the clocks unless given further protection.

-WORK MANAGEMENT

This contract bid under the name of Ben Castile Landscaping was actually bid and supervised by Mr. Castile's son Jim and he is to be commended for a job well done. His work in the field was of good quality as were his efforts in maintaining the proper flow of paper work required. This was the first State project for the company.

One particular example of good planning and concern was that Mr. Castile installed an extra wire throughout the entire electrical portion of the irrigation system at no cost to the state. This wire was and is to serve in the event of a failure of one of the other units.

END PRODUCT

The State of Oregon has received a quality project and the City of Astoria's Southerly entrance has been immensly improved.

The project field inspection and office work was effectively handled by John Read.

Gareld Inloes
Resident Engineer

Salem, Oregon
July 23, 1976

Thomas L. Savage
Landscape Engineer

C. O. Fredrickson
Region II Engineer

Attention: Gerald Inloes
John Reed

Plant Loss
Smith Point (Astoria) Section
Oregon Coast Highway
Clatsop County

On Monday, July 19, I made a trip to Astoria to determine the reason for the loss of a number of juniper on the project. John Reed and I inspected a number of plants and a typical plant was removed for further investigation.

After consulting with our office staff and another Landscape Architect, it is my opinion that the loss of plants is due to them being "rood bound". This is caused by the plant growing in a container too long before being transplanted in the ground. A plant, planted in this condition, will not have normal growth and may likely die.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 28 1976
ROAD DESIGN SECTION

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Other

TLS:az

8237 — 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Smith Point (Astoria)	WEEK ENDING: June 25, 76
		SECTION PREFIX: 4-0903
	HIGHWAY: Oregon Coast	COUNTY: Clatsop
NAME OF JOB: Same	KIND OF WORK: Rd. Side Improvement	
CONTRACTOR: Ben Castile Landscaping	CONTRACT NUMBER: 8237	FEDERAL AID PROJECT NUMBER: LSF-2(10)
DATE OF CONTRACT: June 17, 75	DATE WORK STARTED: June 30, 75	ESTIMATED COMPLETION DATE: Oct. 15, 76
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 66,525.96	SPECIFIED COMPLETION DATE: July 3, 76	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 60,715.83	ENGINEERING AUTHORIZATION $ 5,810.13	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 60,715.83	ENGINEERING COST TO DATE $ 4,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 77 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Partly Cloudy			
MONDAY 21	Cloudy			
TUESDAY 22	Showers			
WEDNESDAY 23	Cloudy			
THURSDAY 24	Cloudy			
FRIDAY 25	Partly Cloudy			
SATURDAY 19	Showers			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 28 1976
CONSTRUCTION
SECTION

BEN GIFFORD

9

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 25, 1976

FROM: Merlyn A. Anderson
Acting Landscape Engineer

SUBJECT: Smith Point (Astoria) Section
Oregon Coast Highway
Clatsop County

TO: MEMO TO THE FILES

An Inspection to start plants into the establishment period was held 2-23-76.

All plants were healthy and met required size.

A few shore juniper were planted to high with part of the root ball out of the ground. Some of them may die as a result of this. The Resident Engineer is to mention this to the contractor so that he may correct the problem if he feels his losses might be too great.

The Maintenance Engineer requested mowing strips for future projects. Some areas of Sod lawn bordering shrub beds have been scalped due to the wheel of the mower being in the shrub bed and lower than it should be.

. MAA:az
cc: Hal Versteeg

Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon Mutual Savings Bank
700 NE Multnomah
Portland, OR 97232

Attention: Teresa K. Moch

We received your assignment of Certificates of Deposits # 13103968 and 13102943, $7,000, to be used as deposits in lieu of retainage on our contracts with Ben Castile Landscaping as follows:

Contract	8239	$4,173.00
	8237	2,827.00

Please send all future correspondence on this matter to the Accounting Section, Room 435, Highway Building, Salem Oregon, 97310.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Ben Castile Landscaping

bc: C. W. Head
C. Barrett
R. Church
J. Bond

OREGON MUTUAL SAVINGS BANK

58 50 E

ASSIGNMENT OF CERTIFICATE DEPOSITS

This assignment is for the purpose of fulfilling the requirements of ORS 279.575. The undersigned does hereby assign, transfer and set over unto the state of Oregon all right, title and interest in and to $7,000.00. Seven thousand and no/100 dollars of Certificate of Deposits No. 13103968 and #13102943 in the Oregon Mutual Savings Bank in the name of Ben W. or Ruth E. Castile with full power and authority to demand, collect and receive said deposit and to give receipt and acquitance therefore, for the uses and purposes prescribed by said ORS 279.575. It is understood and agreed that the Oregon Mutual Savings Bank hold the Certificates covering said account in its possession and agrees to hold $7,000.00 until a release of this assignment from the state of Oregon is received. It is further understood that this assignment is subject to judgments which may be rendered against the Ben Castile Landscaping and in accordance with the provisions of ORS 279.575. The deposit will be released to the state of Oregon after 30 days notice on demand and with no other condition of release.

Signed and dated at Portland, Oregon, this 6 day of January 1976.

This assignment covers contract numbers #8237 and #8239.

B. W. Castile
Signature of Depositor
Ruth E. Castile

13460 SW Fielding Rd.
Lake Oswego, Oregon 97034

ACCEPTANCE

The undersigned hereby accepts the foregoing Assignment of Certificates of Deposits Number #13102968 and #13102943 in the amount of $7,000.00, this 6th days of January, 1976.

Signature of Authorized Personnel

700 NE Multnomah Portland, Oregon 97232

5337

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-194	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6/27/75	STATE OREGON COUNTY Clatsop PROJECT NO. LSF-2(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 at Jct. SR 202 (Astoria)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-12-75	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,526	$ 66,526

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 23, 1975

Federal-aid Project
No. LSF-2(10)

Smith Point (Astoria) Section
Oregon Coast Highway
Clatsop County

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. 2+75 to Sta. 12+70)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Temporary Signs	104 sq.ft.	6.00	624.00
Flagmen	40 hr.	12.50	500.00
Furnishing and Placing Topsoil	190 cu.yd.	8.00	1,520.00
Furnishing and Planting Shrubs	1,132 only	6.27	7,097.64
Soil Conditioner	140 cu.yd.	7.50	1,050.00
Bark Mulch	19 unit	100.00	1,900.00
Sod Lawn	All Required		16,277.63
Irrigation System	All Required		26,382.00
			$56,551.27

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
Install Water Meter (City)	All Required	800.00
Furnish Water (E.W.)	All Required	250.00
		$ 1,550.00
	Subtotal	$58,101.27
	Engineering	8,424.73
	Total	$66,526.00

Length of Project 0.00 mile

Federal Funds $66,526.00

Group 1 100%
Contract No. 8237
Prefix No. 4-0903

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

5-12-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: LSF-2(10)

STATE PROJECT NO.: Smith Point (Astoria)

FROM:
Mr. G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: LSF-61

COUNTY NAME: Clatsop

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 15 '75

REFER TO
FOR
Init. | Lines | R/D | D/R | Sign | Art. | Files

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
May 12, 1975	May 12, 1975	Primary Route 2	Primary Route 9

GENERAL LOCATION:

US 101 at Junction SR 202 (Astoria)

GENERAL DESCRIPTION OF WORK:

Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Temporary Erosion Control	$ 500
Install Water Meter	800
Furnish Water	250

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 4, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-75	C R Bueneste	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction No. 5-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-12-75

BY (Signature): L. W. Rulien's April 4, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LSF

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 61 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
61	LSF-2(10)	0.0	73,188	73,188

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Smith Point (Astoria) Section Clatsop County State of Oregon	Landscaping

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-12-75	for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-48
(Rev. 8-71)

GPO 915-690

9

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1975

SUBJECT: Smith Point (Astoria)
Columbia River (Astoria)

To: Hal Versteeg
Road Design

Attached is a plan for the Smith Point (Astoria) Roadside Improvement Project.

Investigation was made of the need for irrigation on this project and discussed with District Engineer Everton. It has been the policy of the Highway Division to supply irrigation for Roadside Improvement projects in urban areas. This is an urban area and one of the main entrances to the city.

The area browns out as early as May and stays that way all summer. The soil is sandy and will not retain moisture. With automatic irrigation it is possible to regulate the amount of water required to keep the lawn green.

The planting is simple, mainly for traffic guidance at the two gore points. The junipers used for variation are Juniperus conferta which grow to a height of one foot and have been successful in coastal areas. The Sarabande roses perform good in the area as well as the Japanese Pieris. Both were noted in the area during the planning stage.

Another project, Columbia River (Astoria) Bridge Approach is irrigated as well as several Park projects on the coast.

Request for the project came from Ed Hunter.

NOTED
E. S. HUNTER

It is my opinion that it would be a waste of money to do the planting without irrigation.

Roy E. Olson
Landscape Engineer

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REO:bw

Attachment

8237

Robert W. Straub
XXXXXXXXXX

April 4, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Request for Program, P.S. & E. and
Advertising Approval for Beautification
Project Nos. LSF-9(1) and LSF-2(10).

We are submitting, in accordance with FHPM 7-6-3, program and P.S. & E. documents for two landscaping and scenic enhancement projects, Item Nos. 60 through 61 for your simultaneous approval and authorization to advertise for bids.

The project numbers and section names are:

(1) Project No. LSF-9(1), "SW Clay St.-SW Sheridan St. (Portland) Section", (Pacific Highway West).

(2) Project No. LSF-2(10), "Smith Point (Astoria) Section", (Oregon Coast Highway).

Our present intention is to advertise for bids to be received on May 22, 1975.

Compliance with paragraph 15 of FHPM 6-4-1.6 has been met concerning production selection; the plans conform to paragraph 5 of FHPM 6-5-3.2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1.1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1.1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with FHPM 6-4-2.1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

Encl.

JWiwm

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-7-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (10)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)
	1	US 101 at Jct. SR 202 (Astoria) 68			13,500	20,000	95	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO.
	Landscaping								LSF-	2	(10)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)				
	Landscape and Scenic Enhancement	Clatsop	007				
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)		
	Astoria	P	2	9	101		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	C P (R
1	(1415)	(16)	41	42									
5					PE		US 101 at Jct. SR 202 (Astoria)						Landsc ing o placi furni ing s lawn, syste work type
5					ROW		(Approx. 0.23 mi.)						
5					CONST (CODE) Y003		"Smith Point (Astoria) Section"	0.0	73,188	73,188			ROW-2 Acces Parki Comp
							PROJECT TOTALS	0.0	73,188	73,188			

CARD 1	CODE 1	PREPARED BY	(16)	(23)(24)	(29)	REMARKS
1	14	PROGRAM APPROVAL DATES				Additional Data: Item Nos. 359 Project Nos. F-115(13) & F-115(19),

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-7-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): US 101 at Jct. SR 202 (Astoria)

ADT: PRESENT 13,500 | FUTURE 20,000 | YEAR 95

REGION: 10

STATE NAME: Oregon | STATE CODE: 41

APPN CODE: 669 | ITEM NO.: 61

POSED WORK (35 typewriter spaces): ping

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): LSF- | NUMBER: 2 | SEQ. NO.: (10)

I. Projects Only: POST MI. | DESIG.

FUNDS: Landscape and Scenic Enhancement

Astoria

COUNTY NAME: Clatsop | CODE: 007

ROUTE NO. P | FEDERAL-AID: 2 | STATE: 9 | U.S.: 101

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 101 at Jct. SR 202 (Astoria)						Landscaping consisting of furnishing & placing topsoil, furnishing & planting shrubs & sod lawn, inst. irrig. systems & incidental work common to this type of project.
ROW		(Approx. 0.23 mi.)						
CONST (CODE) Y003		"Smith Point (Astoria) Section"	0.0	73,188	73,188			ROW-200' normal; Access control - Full Parking restrictions-Complete.
BY		PROJECT TOTALS	0.0	73,188	73,188			

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 359 & 429;
Project Nos. F-115(13) & F-115(19), respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

SMITH POINT (ASTORIA) SECTION

PROJECT NO. LSF-2(10)

REMARKS - continued

Information for PR-37B: ROW-1; ROW-F; Sanitary Facilities - N.

Project Data: The work consists of furnishing and placing topsoil, furnishing and planting shrubs and sod lawn, installation of automatic irrigation systems, and incidental work (e.g., fertilizing, mulching, etc.) common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under paragraph 6c.

(b) Location/Design - - - Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

8037

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1975
20,

NOTED
E. S. HUNTER

To: E.S. Hunter
Asst. Highway Engineer
BUILDING

SUBJECT: Smith Point (Astoria)
Roadside Improvement

Attached is the plan you requested for Landscaping the subject area.

Planting includes a large percentage of lawn, some low growing shrubs in areas that will not interfere with visability and some larger shrubs in gore areas for traffic guidance. Also a hedge of junipers adjacent to city property to block the view from the highway.

All the area will be irrigated.

The latest estimate of cost is $73,000.

Yours truly,

Roy E. Olson
Landscape Engineer

REO:bw

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Verified
Proceed w/ plans
early letting.
after Legislative funds
ESH
cc Bellemi
3-20-75

8238 Link R-Bisbee St Sec of K- 1975
Falls-Lakeview & K-Falls Malin Hy
(3.19 mi. paving)

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657,
PACIFIC SAND & GRAVEL; dba Central Paving Co.; Central Rock Products; and	)	B76-658, and
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.	)	B76-659
Bankrupts	)	

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 10:00 o'clock a.m., to consider and act upon the following matters:

A stipulated settlement has been submitted by Jack L. Dempsey, trustee in the above-entitled bankruptcy proceedings, and United Pacific Insurance Company by their attorney, Charles L. Kobin, as follows:

1. That United Pacific Insurance Co. filed an unsecured claim in the above-entitled bankrupt estates in the sum of $73,829.75 on September 20, 1976.

2. In November, 1976 the trustee filed his complaint in the United States District Court for the District of Oregon requesting that the proceeds of funds paid by the State of Oregon, Department of Transportation be paid to the trustee.

3. An Agreement was reached between the attorney for the trustee and the attorney for United Pacific Insurance Co. that the trustee would dismiss the above-mentioned complaint and that United Pacific Insurance Co. would reduce it's claim in consideration of the dismissal of the suit.

4. The claimant then resubmitted a claim in the sum of $66,722.34 of which $9,556.56 was a priority claim. Upon further agreement between the attorneys for the parties, it was agreed that the claim be treated as an unsecured non-priority claim upon the condition that the trustee pay the sum of $32,500.00 as an advance against the eventual distribution to this claimant upon rendering of a Court Order.

WHEREFORE, the parties hereto pray for an Order of the Court dismissing the above-mentioned suit brought by the trustee against United Pacific Insurance Co. and allowing the claimant's claim in the sum of $66,722.34 as an unsecured, non-priority claim and that the trustee pay to the claimant the sum of $32,500.00 forthwith as an advance on the eventual distribution to this claimant.

Hearing on the Stipulated Settlement will be held at the above-named time and place.

DATED: September 21, 1978, at
Eugene, Oregon

STATE ...
SEP 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

RECEIVED
SEP 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
	)	
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657,
PACIFIC SAND & GRAVEL; dba Central Rock Products; Central Paving Co.; and	)	B76-658, and
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.	)	B76-659
	)	
Bankrupts	)	

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 1:30 o'clock p.m., to consider and act upon the following matters:

Among the assets of the bankrupt estates was certain crushed rock upon the premises, which represented 8,574.21 cubic yards of material. The trustee was able to sell said material between the period of April 30, 1976 to July 17, 1978, for a total sum of $29,587.10.

As a portion of the sales agreement, it was agreed between the trustee and Elbert W. and Wyoming Stiles, who were the original owners of said rock, that the trustee would pay the royalty for the rock at the rate of $.35 per cubic yard. That a billing has been submitted by Elbert W. and Wyoming Stiles for the said rock making a total amount due to Elbert W. and Wyoming Stiles of $3,000.97.

The trustee has applied to pay this amount to Elbert W. and Wyoming Stiles, and the application will be heard and acted upon at the above-named time and place.

DATED: September 21, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

RECEIVED
SEP 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
SEP 22 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#9238 7-6-78 8

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; Central Rock Products; and PAGE PAVING COMPANY, dba Central Paving Co.; Central Rock Products Bankrupts	)	BANKRUPTCY NOS. B76-657, B76-658, and B76-659

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on July 12, 1978, at 2:10 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to sell, at private sale, 150 cubic yards of sub standard rock to Byrnes Construction Company for the sum of $600.00.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: July 6, 1978, at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

On July 6, 1978, an Order was entered herein shortening time for noticing pursuant to Section 58(a)(4) of the Bankruptcy Act, and Bankruptcy Rules 203(a)(2) and 906(c).

#8238 1-5-78 8

BK-10-8 (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products; PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankrupt s

Bankruptcy Nos B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex Main Street, Klamath Falls, Oregon, on May 10, 1978 at 2:40 o'clock P.M. to consider and act upon the following matter:

Jack Dempsey, the trustee, has applied for partial payment of fees due to William Brandsness,attorney for the trustee in the amount of $16,000.00 and the application will be heard and acted upon at the above-named time and place.

DATED: April 25, 1978, at Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Bldg.
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

F 8234 D 4-3-78 C 8

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products;
PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products;
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankruptcy No.s B76-657
B76-658
B76-659

Bankrupts

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

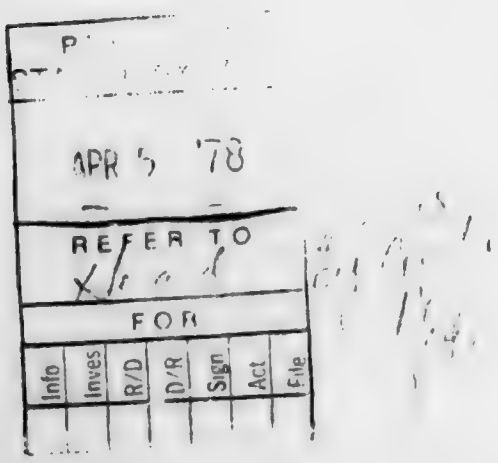
A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on April 12, 1978 at 1:45 o'clock P.M. to consider and act upon the following matter:

The trustee has applied for partial payment of fees due to attorney for trustee.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: April 3, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440



The trustee's application will be heard and considered at Commissioner's

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company; Central Paving Company, Central Rock Products; — Bankruptcy Nos. B76-657

PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products; — B76-658

PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company — B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

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The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

C. E. LUCKEY

Central Rock Products;
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products;
PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company

B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

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Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

Dated: February 24, 1978 at Eugene, Oregon

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

3-1-78
copy to Sallis

#9254

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, DBA Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY, DBA Central Paving Co.; Central Rock Products; and PAGE PAVING COMPANY, DBA Central Rock Products; Central Paving Company
Bankrupts

Bankruptcy Nos. B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on February 15, 1978, at 2:00 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to pay to Burgoyne & Thompson, Certified Public Accountants, for accounting and other services to the trustee during the period of November 26, 1976 to December 31, 1977 the sum of $22,020.00 together with expenses in the amount of $17.20.

The application of the trustee and the accounting firm for allowances will be heard and acted upon at the above-named time and place.

DATED: February 2, 1978 at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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FEB 3 '78
REFER TO
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#8238 12-2-77

BK-10-8

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

RECEIVED
STATE HWY ENGR
DEC 5 '77
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY,
PACIFIC SAND AND GRAVEL, and
PAGE PAVING COMPANY

IN BANKRUPTCY

NO.S B76-657
B76-658
B76-659

..... Bankrupts

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 14th day of December, 1977, at 3:20 o'clock P M., to consider and act upon the following matters:

The trustee has applied for leave to compromise a claim asserted by Credit Alliance Corporation against assets in the hands of the trustee, wherein Credit Alliance Corporation asserts a secured interest in the amount of $46,246.51; together with interest of $15.20 per day from October 24, 1976 until paid; together with attorneys fees represented to be $17,500.00 in consideration of the trustees paying to Credit Alliance Corporation the sum of $37,500.00 in full settlement of all claims of Credit Alliance Corporation against the assets of the estate; together with a release by Credit Alliance Corporation of any asserted interest in an asphalt plant located at Redmond, Oregon.

The trustee's application will be heard and acted upon at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, December 2, 1977.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

#8238 11-15-77 8

BK-10-S

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

IN THE MATTER OF -THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY: Doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co; Page Paving Company; Central Paving Company; Central Rock Products;
PACIFIC SAND & GRAVEL COMPANY; and
PAGE PAVING COMPANY

.....Bankrupts

IN BANKRUPTCY

NO.S. B76-657
B76-658
B76-659

Copies 5210 5279

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, in the Main Street city of Klamath Falls, State of Oregon, on the 14th day of December, 19 77, at 3:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to accept a proposed stipulated compromise in the proceedings of Jack L. Dempsey, trustee, against Delbert Dean and Patsy Dean in the above entitled proceedings. Under the proposed compromise, Delbert Dean and Patsy Dean will pay to the bankrupt estate the sum of Seventy-five Thousand Dollars ($75,000.), cash, together with interest from September 15, 1977, at the rate of eight (8) percent per annum, and upon such payment the trustee would agree to dismissal of the actions against Delbert Dean and Patsy Dean pending in this proceeding.

The trustee's application will be heard and acted upon at the above named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, November 15, 1, 19 77.

NOV 16 '77

REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

11-16-77 cy Head Sallie Kimmel

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238 7-29-77 8

BK-10-S

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

RECEIVED
STATE HWY ENGR
AUG 1'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-1-77 cy Keaney Shood Holte Wellman

IN THE MATTER OF

PACIFIC CRUSHING CO.; doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products

.....Bankrupt.

IN BANKRUPTCY

NO. B76-657.....

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

[X] A meeting of creditors of the above-named bankrupt,

[X] A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex in the Main Street city of Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P M., to consider and act upon the following matters:

The trustee has applied for leave to sell at private sale a cabin situated upon lot 20, Crescent Lake Summer Homes to 3G, Inc. for the sum of $25,000 of which it is represented that $1,000 has been deposited as earnest money, $20,000 to be paid upon closing and the balance to be paid in five (5) monthly installments beginning forty-five (45) days after closing.

The trustee has also applied for leave to pay to the Internal Revenue Service $593.10 and $12.00 payroll taxes; and to pay priority wage claims of Keenan O. Holte, Leroy Vaughn, Dan E. Hooker and Arnie M. McDowell, each priority claim being in the amount of $600.00 less withholding and statutory taxes required; and to pay a priority claim of the Polk County Treasurer in the amount of $3,587.05.

The trustee's applications will be heard and considered at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, July 29, 19 77.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8234 7-22-77 9

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

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STATE HWY ENGR
JUL 25 '77
REFER TO
FOR
Info | Invest | R-D | D/R | Sign | Act | File

IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

..... Bankrupt.

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

_____ Bankrupt.

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P .M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

7-25-77
c/p Sellers
& Fraser,
Title

Dated at Eugene, Oregon, July 22, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238

April 1, 1977

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $925.00 will be sent to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, WA 98402, on Contract No. 8238 awarded to Klamath Paving Company for paving on the Link River-Bisbee Street Section of Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $266,880.96 including the post-final payment. Of the total, $47,753.55 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. M. Williams

#8238

BK-10-S

3-8-77
Copies to Sollis, Keasey and Files
CWH

3-7-77

IN THE
United States District Court
FOR THE
District of Oregon
Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company Bankrupts	IN BANKRUPTCY NOS. B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street, in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 9:30 o'clock A M., to consider and act upon the following matters:

The trustee has applied for leave to lease office space located at 721 Main Street, Klamath Falls, Oregon, for the purpose of storing and examining records of the bankrupts, for the sum of $35.00 per month from Frank Drew of Klamath Falls, Oregon. The trustee's application will be heard at the meeting.

The trustee has also petitioned the Court for an Order allowing Robert H. Fraser, the attorney appointed by the Court to handle litigation in the suit between Pacific Crushing Company and Weyerhaeuser Company, to settle said suit for $33,000.00. The trustee's petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, March 7, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

F8238

DR-10-S

3-8-77
Copies to Sollis, Keasey and Files
CWH

IN THE

3-4-77

United States District Court

FOR THE

.....District of....Oregon.....

.....Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company .....Bankrupts	IN BANKRUPTCY NO.s B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at...Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street...in the city of.....Klamath Falls....., State of.....Oregon....., on the 18th..... day of .....March....., 19..77., at....9:30.....o'clock ....A..... M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell the interest of the estate in P.U.C. permit #112300, class 1b and class 3, to Klamath Cement Cutting Company for $1,500.00, which petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at...Eugene, Oregon....., March 4,....., 19 77..

MICHAEL R. HOGAN, Bankruptcy Judge.....
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206-383-1431

March 1, 1977

Oregon State Highway Division
Region 4
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Sandmann:

United Pacific Bond U-905398
Principal: Klamath Paving Company
Contract: #8279-Modoc Point Job

United Pacific Bond U-896032
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: #8238, Link River-Bisbee Street

We appreciate receiving a copy of your February 22 letter addressed to Mr. McDowell regarding the claims of Klamath Paving Company on the above two projects. After further discussions with Mr. McDowell on this matter, we are agreeable to accepting your compromise offer; namely, payment of the $766 on the Modoc Project and $925 on the Linc River-Bisbee Street Project.

So, if you will kindly arrange to have the appropriate final releases prepared and sent to United Pacific at the above address, we shall see that they are executed and returned to the State of Oregon for final settlement and payment of these contracts. Thanks again for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
cc: Arvid M. McDowell
State of Oregon, Department of Transportation
Mr. Jack Sollis-State of Oregon, Department of Transportation
Mr. E. J. Dunn-Resident Engineer-State of Oregon

NOTED
C. W. HEAD

RECEIVED
MAR 3 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8238

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

February 22, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Arnie M. McDowell
A. M. McDowell & Associates
445 Hamilton Street
Eugene, Oregon, 97404

Subject: Contract No. 8238 (Link River-Bisbee Street)
Contract No. 8279 (Modoc Point, Units C & D)

A review of the information you submitted January 24, 1977, and our records on the subject projects has been completed.

Contract 8279:

In summary, our records show that work done as follows should have been paid but was not.

September 12: D9 Dozer 5 hrs @ $88/hr =	$ 440.00
October 22: 82-30 Dozer 2 hrs @ $45/hr= (to compensate for move of equipment)	90.00
October 27: 82-30 Dozer 4 hrs @ $45/hr =	180.00
Vigel (laborer) 4 hrs @ $16.50/hr =	66.00
Total due for labor and equipment =	$776.00

The remaining unpaid time on your list is accounted for by one or more of the following:

1) Idle time of equipment, either due to off project haul, breakdown, or servicing.
2) Equipment hauling material off project.
3) Equipment late getting started or not working.
4) Hourly rate basis roadwork, shut down prior to end of shift.

The off project haul was paid for as agreed. A round trip was approximately 45 minutes. On project pay time was 15 minutes and off project no pay time was 30 minutes.

NOTED
C. W. HEAD

Contract No. 8238:

1) Reduction in Liquidated Damages:

Review of previous requests, denials and grants, as well as the actual schedule of work activities, does not support granting any additional time. The additional 10 days granted previously provided sufficient time to perform all work within 80 Calendar Workdays if all work had been pursued expeditiously.

2) Work at Railroad Crossings:

Based on your figure of 25¢/ton, which is not totally substantiated, the estimate of cost for work at RR Xings and Bridge Ends was $1,875. Final figures show the total quantity of material used in Class "C" mix in Leveling (B.I. #5) to be 100 T±.
This quantity would account for $25 of the estimated cost, leaving $1,850 unpaid.

Since no pavement removal work was done at bridge ends, only one-half the estimated cost was incurred. A settlement in the amount of $925 for this item appears reasonable.

Any settlement on either project will be with the understanding that it is final and for all claims.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: Robert Miller, United Pacific Reliance
Cecil Head
Jack Sollis
C. T. Keasey
E. J. Dunn

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FEB 21 77
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8238

2-15-77

Copies to
Jack Sollis
C. T. Keasey
Files

IN THE

United States District Court

FOR THE

District of Oregon

Division

Copies in
8238
8279

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company, Bankrupt.s	IN BANKRUPTCY NO.s B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court to pay to Burgoyne and Thompson, accountants for the bankrupt estates, the sum of $18,446.00, representing accounting, investigation and consultation services from April 28, 1976, to November 25, 1976, and the petition will be heard at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 15, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238 2-9-77

EE-10-0

IN THE

United States District Court

FOR THE

District of Oregon

Division

Copies in 8278 8279

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company, and Central Rock Products, and
PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company
Bankrupts

IN BANKRUPTCY

NO. S 376-657
376-658
376-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 12th day of March, 1977, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court for an Order allowing disbursement out of the bankruptcy estate of partial trustee's fees in the sum of $5,000.00, which petition will be heard at the above time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 9, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

2-10-77 Copies to:
Keasey, Sollis, Files
CWH

8231

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 28, 1977

Mr. Arnie M. McDowell
A. M. McDowell & Associates
445 Hamilton Street
Eugene, OR 97404

Subject: Link River-Bisbee St., Contract No. 8238
Modoc Point (Units C & D), Contract No. 8279

The information you sent January 24, 1977 on subject contracts has been received. I am forwarding the information to E. J. Dunn for checking against project records. It will take some time for him to complete his review since he will have to get the project records from Salem.

As soon as the review of the project records is complete, I will notify you of the outcome.

I was afraid that you might have missed some of the correspondence. That was the main reason I sent copies to you with my letter of January 11, 1977.

Also, I received no word of your telephone contact on July 6, 1976. If a message was left I did not get it and I apologize for that.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw

cc: Robert Miller, United Pacific Reliance
Cecil Head
Jack Sollis
E. J. Dunn
C. T. Keasey

NOTED
C. W. HEAD

RECEIVED
JAN 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

8238

1b

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

January 11, 1977

ROBERT W. STRAUB
GOVERNOR

R. B. KLABOE
Administrator and
State Highway Engineer

Mr. Arnie M. McDowell
A. M. McDowell and Associates
445 Hamilton Street
Eugene, OR 97404

Subject: Link River-Bisbee Street, Contract 8238
Modoc Point (Units C & D), Contract 8279

Approximately one year ago we met in Klamath Falls to discuss various items on Contract 8238. One of the items was the work at the railroad crossing and bridge ends. Subsequent to that meeting I wrote you three (3) letters. Copies are attached. The February 9th and 18th letters request from you additional support data for your position. None was received so finally the April 12th letter was written.

We again met, this time in Salem, on June 8th and you were told if additional support data would be submitted, your request for payment for the railroad crossing and bridge end work would be considered. A letter to Burgoyne and Thompson dated July 7th states "I am waiting for additional information to be submitted by Mr. McDowell....." A copy of that letter is also attached. To date I have received no additional support data from you for your position. I see no reason for further consideration of this matter, based on the information on record. If you have additional support data, please submit it to me so this matter can be finally resolved.

Regarding liquidated damages, my records show that a ten (10) day extension of time was granted. This would leave a ten (10) day time overrun for which liquidated damages would be assessed.

Your letter of January 8, 1977 also mentions non-payment or under payment for items on Contract 8279. I am unable to respond because you neglected to send along a list of items. If you will please send me the list of items, I will be glad to check into this matter for you.

RECEIVED
JAN 13 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert R. Sandmann
Regional Construction Engineer

NOTED
C. W. HEAD

RAS:pw
Enclosures
cc: Robert Miller, United Pacific Reliance
Cecil Head, Jack Sollis, E. J. Dunn, C. T. Keasey

A. M. McDowell & Associates
445 Hamilton Street - Eugene, Oregon 97404 - 689-2941

ROAD BUILDING — SURFACING — UNDERGROUND UTILITIES — SPECIALIZED CONSTRUCTION

January 8th, 1977

Oregon State Highway Department
Region IV
P.O. Box 1249
Bend, Oregon 97701

Attention:Bob Sandmann

Dear Sir,

Recent correspondence from United Pacific Insurance Company advises me that a final agreement has yet to be reached regarding extra work on the railroad crossings, bridge ends and liquidated damages on O.S.H.D. 8238 in Klamath County.

It is my understanding that these matters can be resolved through your office. I would like to do whatever is necessary to resolve these differences as soon as possible. I am sure you do also.

If another meeting is necessary to close this contract I would prefer that it be held in Salem next time you are there.

We also have a list of items which were not paid for or we were shorted on with regard to O.S.H.D. contract 8279. We would like to discuss these items at the same meeting.

I will be waiting your reply, I hope within the next few days.

SINCERELY,

Arnie M. McDowell

Arnie M. McDowell

AMM/og

cc/ Bob Miller
File

RECEIVED
JAN 11
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RE RME RCE FAE
RTE RECEIVED ENV
RUE JAN 11 1977 RDE
RSO DIV 4 RBE
ASSIGNED NOTED
C. W. HEAD

February 9, 1976

Klamath Paving Company
P.O.Box 1180
Klamath Falls, OR 97601

Attn: Arnie McDowell

Re: Link River-Bisbee Street - Contract No. 8233

I am curious to know if you have been able to assemble the information necessary for consideration of items relative to the claims you submitted to E. J. Dunn. The items were also subject of our meeting on January 8, 1976.

Information you are to furnish is:

1) Additional support data for cost of work involved in pavement removal at RR X-ings and bridge ends.

2) Proposal from Valley Iron and yourself, re: disposition of standard manhole rings.

Please advise me of the status of the above information.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: E.J.Dunn

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FEB 1976
NOTED
C. W. HEAD

April 12, 1976

RDE RE PAE RCS FAE
RTE RECEIVED ENV
RUE APR 12 1976 RDE
RSO REGION 4 RBE
ASSIGNED

Mr. Arnie M. McDowell
Secretary-Treasurer
Klamath Paving Company
PO Box 1180
Klamath Falls, OR 97601

SUBJECT: OSHD Contract No. 8238

After considerable discussion, review of information available, and material presented, the following position has been reached relating to unresolved items listed in your letter to E. J. Dunn, dated December 2, 1975.

Paving at Railroad Crossing - Information and material presented does not adequately support the contention that an additional 25¢/ton was added to Item #5 bid price. Basis for additional payment is not substantiated.

City Street Sweeper Rental - Information obtained from the City indicates the bill has not been paid. To resolve this matter, it will be necessary for you to surrender the bill to E. J. Dunn, who will prepare a State Force Order so that payment can be made by the State, direct to the City.

Manhole Adjustment Rings - A 50 percent sharing of the restocking charge for the manhole riser rings not used on the project is agreeable. A Price Agreement to cover the cost involved is attached for your signature.

Please submit the City Street Sweeper bill to E. J. Dunn as soon as possible. The Price Agreement on the manhole adjustment rings should also be sent to E. J. Dunn after you have signed it.

Robert A. Sandmann
Regional Construction Engineer

RAS:mr

cc: E. J. Dunn
C. T. Keasey

RECEIVED
APR 13
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Re: Contract 8210 - Barkley Springs-Algoma Rd.
This Litigation is C.O. 8238

RTE | RME | RCE | FAE
RYE | RECEIVED | DMV
RUE | JUL 7 1976 | RDE
RSO | REGION 4 | RBE
ASSIGNED Rel 1 215

July 7, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Subject: Klamath Paving Company
(Pacific Crushing Co.)

Attn: Mr. Fred Burgoyne

Price Agreement No. 3 on Contract No. 8238, Link River-Bisbee Street, was signed by Mr. Gerald C. Lyon of United Pacific/Reliance Insurance Company, and submitted to this office for processing on June 11, 1976. Payment will be made in the normal manner when the Price Agreement is approved.

There are two (2) items on Contract 8238 that are unresolved at this time. I am waiting for additional information to be submitted by Mr. McDowell on an item involving work at a railroad crossing. Mr. McDowell is also to provide additional information relative to the time overrun on the project. At this time no other claims are outstanding or known. All retainage has been paid on this contract.

On Contract 8210, Barkley Springs-Algoma Road, all contract work is complete. All that remains is repair of some patching done last fall. I anticipate the repair work to be done this week. No payment will be made for the patching repair work. The semi-final estimate was submitted February 17, 1976 for processing. A minor amount of retainage is being held to cover A.C. penalty assessments. The amount is $100. or less.

On Contract 8279, Modoc Point (Units C & D), the overlay work required by Price Agreement No. 2 was completed satisfactorily last week. Payment for that work will be made by monthly estimate in the routine manner. The semi-final estimate will be submitted as soon as field computations are complete. I am expecting information from Mr. McDowell relative to an approximate $2,500. claim.

I trust this will answer your request for claim status on the respective contracts. If you have any further questions, please contact me.

RECEIVED
JAN 13 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Herb A. Sandman
Regional Construction Engineer

NOTED
C. W. HEAD

HAS:pw
cc: Robert L. Miller, Annie McDowell
Cecil W. Head, Jack Sollis, E.J.Dunn, C.T. Keasey

RDE RE ARME RCE FAE
RTE RECEIVED ENV
RUE FEB 13 1976 RDE
RSO ASSIGN 4 REE

ASSIGNED 8233

February 18, 1976

Klamath Paving Company
P.O.Box 1180
Klamath Falls, OR 97601

Attn: Arnie M. McDowell

Your letter of February 13, 1976 covered several points which I will attempt to clarify and answer.

1. Contract No. 8279 - Modoc Point (Units C & D)
   Acceptance of terms of my letter to you dated February 9, 1976 was received by Mr. Pool on February 12, 1976. The Price Agreement to cover terms of the 2/9/76 letter has been prepared and is being submitted to you through E. J. Dunn for signature. Further payment on this contract cannot be made until complete approval of the Price Agreement is received. You can be assured I will attempt to expedite the necessary approval.

2. Contract No. 8232 - Link River-Bisbee St.
   During the discussion of various items at our meeting on January 8, 1976, it was agreed that you would furnish additional support data for cost of work involved in pavement removal at the R.R.X-ings. The information to be provided would further support your contention that 25¢/ton was added to the unit cost for Bid Item No. 5. To date I have not received that information.

   I am fully aware of your meeting with Valley Iron and Steel and have received a copy of correspondence to you from V.I.&S. Co. resulting from that meeting.

   Several other items are involved in your informal claim. Resolution of any or all will be the result of combining them into one agreement. I would prefer to have all information supporting all of the items in hand before approaching Salem Construction with a proposal.

3. Contract No. 8210 - Barkley Springs-Algoma Road
Contract quantities are in the process of being final checked. As soon as they have been checked, complete payment for quantities and reduction in retainage can be made according to contract specifications. I apologize for the length of time involved and I will personally pursue expediting the checking process.

An extenuating circumstance that has muddied payment and retainage reduction on this project has been the Labor Compliance Wage dispute. Attempts to satisfactorily resolve the matter have been time consuming and difficult, and at this point in time still not resolved. Because of the seriousness of the situation extra care and attention have been given to adequately protect the interest of everyone involved. As you are well aware, cooperation in obtaining information that would help resolve the problem has been less than satisfactory. The initial problem was not of our making.

I sincerely hope the foregoing answers your questions, or at least clarifies the issues.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: E.J.Dunn

RECEIVED
JAN 13 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8238 12-2-76

BK-10-C IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company, Central Paving Company; Central Rock Products and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company; and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company

Bankrupt.

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, in the Main Street,
city of Klamath Falls, State of Oregon, on the 15th day of December, 19 76, at 2:50 o'clock P M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell "a parcel of real property located four miles east of Florence, Oregon, at private sale to Freight Forwarders Limited for the sum of $30,000.00, the legal description of which is as follows:

> Number parcel 300 on map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South Range 11 W of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the ¼ corner between Sections 16 and 21 of said Township and Range thence Southwesterly 1,220.0 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said ¼ corner. Thence North 19 degrees 30 minutes West 520.0 feet to the point thence North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township and range thence North 89 degrees 46½ minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon, ALSO beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the ¼ corner between Sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Southeasterly right of way line of said railroad to its intersection with the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said ¼ corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said Highway to the true point of beginning in Lane County, Oregon containing more or less 15.61 acres."

As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

Central Paving Company: Central Rock Products and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company;
and Central Rock Products and
PAGE PAVING COMPANY, dba Central Rock Products and
Central Paving Company

---------- Bankrupt.

IN BANKRUPTCY

NO. B76-657
B76-658
B76-659

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As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

The trustee's petitions will be heard at the meeting.

DATED: December 2, 1976, at Eugene, Oregon.

2 cys rec'd
1 - Cec Head
1 - Staff file
cy. Larkin
Searcy
Skaug
Collins
12-3-76

RECEIVED
STATE HWY ENGR
DEC 3 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Klamath
MODIFICATION NUMBER: 2	10-13-76	Project Number: U-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 394,634	$ 394,634
Federal funds	$ 308,564	$ 338,595
Other revisions		

This modification is made for the following reasons: To increase federal aid Pro Rata to 85.8% (Clause B) which results in a decrease in previous 100% funding under PL 94-30 to a net of $56,039.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form FR-2A (Rev. 10-75) Previous editions are obsolete 16717

Oregon State Highway Division
Salem, Oregon October 6, 1976

Federal Aid Project
No. U-000S(1)

Link River-Bisbee St. Section
Klamath Falls-Lakeview and
Klamath Falls-Malin Highways
Klamath County

Revised Project Agreement Estimate.

Type Code 6201
Roadway Paving (Safety) (Klamath Falls-Lakeview, MP 0.03 to MP 2.79)
(Klamath Falls-Malin, MP 5.10 to MP 5.64)

Total same as previous estimate of July 7, 1975 $394,634.00

Length of Project - - - - - - 3.19 miles
Cost of Roadway per Mile - - $123,709.71

*Federal Funds- - - - - - - -	$338,595.00
State Funds- - - - - - - -	56,039.00
Total	$394,634.00

Group 1 - 100%
Contract No. - 8238
Prefix - 18-1027

*Increase Federal Aid Pro Rata to 85.80%

8231

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-100	5-13-76	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT STATE COPY	County: Klamath
MODIFICATION NUMBER 1		Project Number: U-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~394,634~~	$ ~~394,634~~
Federal funds	$ ~~308,564~~	$ ~~394,634~~
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed July 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 86,070."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cruse
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

3332

STATE COPY

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-45	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 7-17 **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Klamath PROJECT NO. U-0003(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 Bus, Jct. 97, E. 1.2 mi. (Klamath Falls)
SR 140, Jct. US 97 Bus, S.E. 2.3 mi. (Klamath Falls)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-21-75	3.19
OTHER *(Specify)*		

FUNDS Pro-Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 394,634	$ 308,564

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 7, 1975

Federal-aid Project
No. U-000S(1)

LINK RIVER-BISBEE ST. SECTION
KLAMATH FALLS-LAKEVIEW AND
KLAMATH FALLS-MALIN HIGHWAYS
KLAMATH COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Paving (Safety)(Klamath Falls-Lakeview, MP 0.03 to MP 2.79)
(Klamath Falls-Malin, MP 5.10 to MP 5.64)

Mobilization	All Required		$ 32,900.00
Temporary Protection and Direction of Traffic	All Required		3,300.00
Temporary Signs	340 sq.ft.	4.00	1,360.00
Flagmen	175 hour	13.25	2,318.75
Class "C" Asphalt Concrete Mixture in Leveling	7,500 ton	10.00	75,000.00
Class "C" Modified Asphalt Concrete Mixture	11,200 ton	11.00	123,200.00
Asphalt Cement in Mixture	1,270 ton	77.50	98,425.00
Portland Cement Additive in Class "C" Modified Mixture	112 ton	65.00	7,280.00
Asphalt in Tack Coat	30 ton	125.00	3,750.00
Adjusting Manholes	99 only	75.00	7,425.00
Adjusting Boxes	4 only	250.00	1,000.00
			$355,958.75

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
On-the-Job Trainees (E.W.)	All Required	800.00
		$ 2,800.00
	Subtotal	$358,758.75
	Engineering	35,875.25
	Total	$394,634.00

Length of Project - - - - - 3.19 Miles
Cost of Roadway Per Mile- - $123,709.71

Federal Funds	$308,564.00
State Funds	86,070.00
Total Cost	$394,634.00

Group 1 - 100%

Contract No. 8238

Prefix No. 18-1027

8238

BE-10-B

IN THE

8-17-76

United States District Court

FOR THE

.....District of Oregon.....

.....Division

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co., and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company
Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTED
E. S. HUNTER

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Bankruptcy Courtroom #410, United States Federal Building 211 East 7th Street in the city of Eugene, State of Oregon, on the 27th day of August, 19 76, at 10:00 o'clock A M., to consider and act upon the following matters:

The trustee of the above entitled estates, Jack L. Dempsey, has petitioned the Court for an Order authorizing the appointment of Robert Fraser, of Luvaas, Cobb, Richards & Fraser, Attorneys at Law, 777 High Street, Eugene, Oregon, as the trustee's attorney to litigate the cause of Pacific Crushing Company dba Klamath Rock Products vs. Weyerhaeuser Company in Civil Case No. 75-293 in the United States District Court for Oregon, on a contingent fee basis of 33 1/3 percent of the recovery as the attorney fee, with the trustee to pay all costs advanced in the litigation. The above petition will be heard at the meeting.

8-18-76
ag thanks
Dorothy
Hovey
Penney
Williams

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, August 17, 19 76.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

5238

13

August 13, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $305.90 will be sent to United Pacific Insurance Company on Contract No. 8238 awarded to Klamath Paving Co. for paving on the Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $265,955.96 including the post-final payment. Of the total $47,753.55 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Kensey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8238

Mr. Head

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206—383-1481

cc to Jack Sallis

August 11, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Dear Mr. Burgoyne:

Pacific Crushing Co. DBA Klamath Paving Co.

Reference your July 28, 1976 letter inquiring about the contracts bonded by United Pacific for Klamath Paving Company. The records of United Pacific indicate they have paid losses, received contract funds, and incurred expenses as set forth below on the following State of Oregon highway projects:

Claim #	Job	Loss Paid	Job Funds Received	Expenses Paid	Total
01647	OSH 8279 Modoc Point	$ 63,017.07	$-24,177.20	$177.62	$39,017.49
01667	OSH 8210 Barkley-Springs	44,061.78	-17,957.30	103.61	26,208.09
01694	OSH 8238 - Link River-Bisbee	5,202.44			5,202.44
		$112,281.29	$-42,134.50	$281.23	$70,428.02

Further losses will be incurred by United Pacific in completing the various bonded projects and for payment of claims and/or suits brought against United Pacific's bond on the bonded projects. Also, there are contract funds to be received for completion of the work on the projects.

As you also know, there are claims and disputes still pending which arise out of the Klamath Paving subcontracts to S. D. Spencer & Son on OSH Contract No. 7970 and on the J. D. Dutton subcontract relating to the Federal Highway project at the west entrance of Crater Lake. Because of the additional claims and possible litigation against its bonds, United Pacific expects to incur further loss, cost and expenses in addition to the $70,428.02 incurred to date on the bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department
ljh
cc. Kobin & Meyer

RECEIVED
AUG 16 1976
COMMISSION
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8238

15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 30, 1976

Burgoyne & Thompson
Central Public Accountants
731 Main Street
Klamath Falls, OR 97601

Re: Pacific Crushing Co. dba Klamath Paving Co.
Contracts 8210, 8238, 8279

Since March 18, 1976, the Highway Division has made payment on the above contracts with Klamath Paving Co. directly to the bonding company, United Pacific Insurance Co. Please see the attached assignments by Klamath Paving Co. to United Pacific Insurance and related correspondence.

(1) Contract 8210, estimate 8SF, warrant 41107, $17,957.30. Picked up at Highway Building March 18, 1976 by Robert L. Miller of United Pacific Insurance Co.

(2) Contract 8238, estimate 7PF, $1,046.80, dated July 21, 1976. Currently out to United Pacific Insurance for signature before payment.

(3) Contract 8279, estimate 5SF, warrant 42313, $17,376.08. Mailed to United Pacific Insurance Co. on March 24, 1976.
Contract 8279, estimate 6SF, warrant 4136, $6,801.12. Warrant is in process unmailed as of this date.

Vernon E. Skoog, Controller

by _____
Janice Peterson
Contract Payment Executive

Encl.

cc: Robert A. Sandman
Jack Sollis
Robert D. Church

Form 81-734-5122

5238

7-28-76

BK-10-5

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company
Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Third Floor, Courthouse Annex, 316 Main Street in the city of Klamath Falls, State of Oregon, on the 11th day of August, 19 76, at 2:00 o'clock P M., to consider and act upon the following matters:

The trustee has applied for leave to sell the following described property to Specialized Service of Klamath Falls, Oregon, for the sum of $63.57:

1-9-800 Delco Remy; 1-D-617 Delco Remy; 1-D-616 Delco Remy; 1-D-1110 Delco Remy; 1-D-111 Delco Remy; 2-F-100PV Delco Remy; 1-D104P Delco Remy; 1-C-101 PV Delco Remy; 1-D-407 Delco Remy; 1-F-400 Delco Remy; 2-F-202 Delco Remy; 1-A-202 Delco Remy; 1-D-201 Delco Remy; 1-F-102PV Delco Remy; 1-D-203 Delco Remy; 1-27-4 Hollet; 1-29-29 Hollet; 1-27-52 Hollet; 1-28-93 Hollet; 6-BTF-31 Auto Lite Plugs; 1-RS-8 Auto Lite Cap; 1-DC13A Auto Lite cond; 1-68028 Cole Hersee; 1-55021 Cole Hersee; 3-S-89D Champion; 1-CJ-8 Champion; 2-D-16 Champion; 3-UJ-116 Champion; 5-R-45 AC; 2-C83T AC; 1-Do24000 KYSOR 175 °; 1-175 Sig Stat; 1-294628 Briggs & Stratton; and 1-204020 National; to sell

55 Gates Belts; 109 AC Filter Elements and 30 Lamps (head-light bulbs) to Moty & VanDyke, Inc. of Klamath Falls, Oregon, for the sum of $269.47; to sell the Bly, Oregon 1½-0 rock for $2.30 per yard and the Bly, Oregon 3/4-0 rock for $2.30 per yard to Klamath Cement Cutting and Paving Company; to sell the Klamath Falls 4-0, 1½-0 and 3/4-0 rock for $3.20 per yard to Klamath Cement Cutting and Paving Company; to sell the 1/4-0, 1½-3/4 for $3.40 per yard and the Klamath Falls 3/4-1/2 and 1/2-1/4 for $3.40 per yard from the Oregon State Highway property stock pile and $3.80 per yard from the State Land Board Property to Custom Rock and Paving Company.

The trustee has also applied to abandon personal property of the bankruptcy estates held under a lease consisting of a 1972 Speci, Body 2U, Serial #KW 296, office trailer including front porch skirting material, drapes, carpets and screens on the grounds that said property has no realizable value and the estate is no longer in control of the land on which the trailer is located.

The trustee's applications will be heard at the above-named place and time.

DATED: July 28, 1976, at Eugene, Oregon

RECEIVED
STATE HWY ENGR
JUL 29 '76

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335

PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company

Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

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The trustee's applications will be heard at the above-named place and time.

DATED: July 28, 1976, at Eugene, Oregon

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8231

13

July 28, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $1,046.80 will be sent to United Pacific Insurance Company, 728 St. Helens Ave., Tacoma, WA 98402 on Contract No. 8238 for paving on the Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $265,650.06 including the post-final payment. Of the total $47,447.65 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

#8134

16

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

July 7, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Subject: Klamath Paving Company
(Pacific Crushing Co.)

Attn: Mr. Fred Burgoyne

Price Agreement No. 3 on Contract No. 8238, Link River-Bisbee Street, was signed by Mr. Gerald C. Lyon of United Pacific/Reliance Insurance Company, and submitted to this office for processing on June 11, 1976. Payment will be made in the normal manner when the Price Agreement is approved.

There are two (2) items on Contract 8238 that are unresolved at this time. I am waiting for additional information to be submitted by Mr. McDowell on an item involving work at a railroad crossing. Mr. McDowell is also to provide additional information relative to the time overrun on the project. At this time no other claims are outstanding or known. All retainage has been paid on this contract.

On Contract 8210, Barkley Springs-Algoma Road, all contract work is complete. All that remains is repair of some patching done last fall. I anticipate the repair work to be done this week. No payment will be made for the patching repair work. The semi-final estimate was submitted February 17, 1976 for processing. A minor amount of retainage is being held to cover A.C. penalty assessments. The amount is $100. or less.

On Contract 8279, Modoc Point (Units C & D), the overlay work required by Price Agreement No. 2 was completed satisfactorily last week. Payment for that work will be made by monthly estimate in the routine manner. The semi-final estimate will be submitted as soon as field computations are complete. I am expecting information from Mr. McDowell relative to an approximate $2,500. claim.

I hope this will answer your request for claim status on the respective contracts. If you have any further questions, please contact me.

RECEIVED
JUL 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert A. Sandmann
Regional Construction Engineer

NOTED
C. W. HEAD

RAS:pw

cc: Robert L. Miller, Arnie McDowell
Cecil W. Head, Jack Sollis, E.J.Dunn, C.T. Keasey

BURGOYNE & THOMPSON
CERTIFIED PUBLIC ACCOUNTANTS
731 MAIN STREET PHONE 884-4111
KLAMATH FALLS, OREGON 97601

FRED BURGOYNE, C.P.A.
ROGER W. THOMPSON, C.P.A.

June 30, 1976

ROE RE RME ROE FAE
RTE RECEIVED ENV
RUE JUL 1 1976 RDE
RSO REGION 4 RBE
ASSIGNED

Mr. Robert A. Sandmann
Regional Construction Engineer
State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Pacific Crushing Co.

Dear Mr. Sandmann:

In your letter of April 12, 1976 to the Klamath Paving Company, you enclosed Form A-169-5M for acceptance. As you well know, all the companies involved with Pacific Crushing Co. have filed bankruptcy proceedings and we are trying to find out just what the status of the contract claims against the Highway Division are. Will you please send us your accounting of the contractors' claims under OSHD Contract #8210 and 8279?

We understand that you have been working with United Pacific Indemnity Company and Arnie McDowell, the former secretary-treasurer of Pacific Crushing Co., to settle these claims.

We wish to thank you for your cooperation.

Very truly yours,

FB:wh

Accountant for
Trustee in Bankruptcy

7-2-76

BK-10-C

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products, and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO. s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTED
E. S. HUNTER

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Equity Courtroom, Third Floor County Courthouse, in the city of Klamath Falls, State of Oregon, on the 14th day of July, 19 76, at 2:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to sell equipment of the Bankrupt at public auction upon securing stipulation from secured creditors that such sale be made with the proceeds of the sale to be charged with valid perfected security interests and for leave to employ Wershow-Ash-Lewis of Portland, Oregon, at a commission of 5%, with the trustee responsible for assembling painting and cleaning the equipment, the auctioneer to pay all other costs of sale.

The trustee has also applied for leave to sell at private sale, a Bitumals trailer and pump to Klamath Cutting Company for $250.00 salvaged lumber parts from Copeland Lumber Yard fire to Creative Sales Research of Klamath Falls for $400.00 and a lot of Terex parts to Interstate Tractor and Equipment Company of Portland Oregon for $1,049.49.

The trustee has also applied for leave to employ Klamath Cement Cutting Co. to remove a crusher from the Klamath Falls, Oregon pit, on an hourly rate of $41.10 based upon furnishing necessary tools and 4 men and an estimated maximum of 40 required hours.

The trustee has also applied for leave to list real property of the estate situated in Klamath County, Oregon, and Lane County, Oregon, for sale with J. Bruce Owens for sale at private sale and/or realtors to be selected, which property is more fully described in Schedule B-1 of the Bankruptcy Petition B76-657, PACIFIC CRUSHING COMPANY, the trustee to reserve the right in any such listings to make prior sale without obligation to the realtor by sale through public auction.

The trustee has also applied for leave to sell at private sale explosives located at the Klamath Falls plant of Pacific Crushing Company to C.P.I. Inc., for the sum of $3 521.41. Sale is represented as being imperative to avoid theft and danger.

The trustee's applications will be heard and acted upon at the above-named time and place.

ENTERED at Eugene, Oregon, July 2 1976.

RECEIVED
STATE HWY ENGR

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building

PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products; and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

---------- Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
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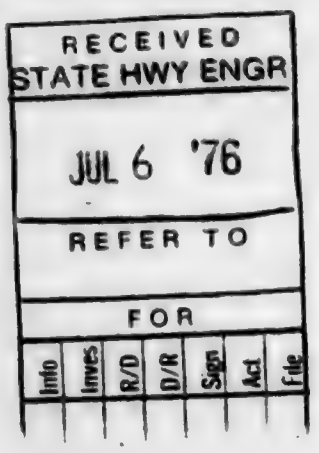
ENTERED at Eugene, Oregon, July 2 1976.



C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8238

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 22, 1976

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, WA 98402

Attn: Robert L. Miller
Bond Claim Dept.

Re: Prevailing Wage Rates
Klamath Paving Co. Projects
Contracts 8210, 8238, & 8279

Dear Mr. Miller:

Thank you for your prompt attention to the matter of the unpaid fringe benefits for the operating engineers that were employed by Klamath Paving Co. on the subject contracts. We have received your checks totaling $4,522.79 made out to the Operating Engineers Trust Fund and have sent them on to Mr. Booth of that organization. A copy of my letter to Mr. Booth is enclosed.

Also enclosed, per your request, are copies of pertinent Klamath Paving Co. certified payrolls. It was these payrolls that were used to determine the amount of fringe benefits earned by the covered employees during the September through December, 1975 period.

James M.

I learned in a telephone conversation this afternoon with Martin, attorney for Concrete Products Inc., that Concrete Products will pay the prevailing wage rates for laborers employed by that firm in fabricating barriers for Contract 8210, Algoma-Barkley Springs. Mr. Martin says they will send a letter stating that they are paying under protest and that we should receive checks made out to the individuals within the next few days. It is my understanding that the letter of protest is solely to assure that the payment cannot be taken as a precedent that could prejudice their case in any possible future wage rate dispute.

Please forgive my delay in formally acknowledging receipt of your checks but I have been expecting to receive word from Concrete Products regarding their intentions and wanted to include that information. When we receive their checks, I will send you a copy of our letter acknowledging receipt.

Very truly yours,

C. T. Keasey
Construction Engineer

By
Warren Richards
Labor Compliance Officer

WR:mk

Attach.

cc: Cecil Head
Jack Sollis

8238

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 16, 1976

Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Re: Fringe Benefit Payments
Klamath Paving Co.
Contracts 8210, 8238, 8279

Attn: Alfred R. Booth
Delinquency Coordinator

Dear Mr. Booth:

Attached you will find checks made out to the Operating Engineers Trust Fund totaling $4,522.79. This is payment for the September through December, 1975 fringe benefit payments required as part of the prevailing wage rates specified by the subject contracts. A list of the employees and the amounts that their accounts should be credited is attached. This information was taken from copies of certified contractor payrolls.

As you are probably aware, Klamath Paving Co. has filed bankurptcy and the checks therefore have been issued by the bonding company. The amount of payment is less than the $11,963.91 that you reported as unfinded in your March 1, 1976 letter to our resident engineer, partially due to the fact that not all of the company employees were covered by the prevailing wage rates of our contracts. Another reason for the difference in payment is that the contract prevailing wage rates are established at the time of bidding and are not necessarily the same as current union rates.

If you have any questions, please contact Warren Richards, phone number 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

cc: C. W. Head
Jack Sollis
Robert L. Miller,
United Pacific Ins. Co.

NOTED
C. W. HEAD

WR:mk

Attach.

Form 81-734-3122

8231

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 15, 1976

United Pacific/Reliance Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Attn: Mr. Robert L. Miller
Bond Claim Department

Subject: Contract No. ~~8328~~ 8238
Link River-Bisbee Street
Klamath Falls

The signed copies of Price Agreement No. 3 for restocking charge (State share) for manhole adjustment rings is being submitted for processing and approval. Payment will be made by post-final estimate after the Price Agreement is approved.

I anticipate this processing to take approximately 30 days to complete.

We will expedite the processing and try to shorten the time as much as possible.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: E. J. Dunn
Cecil W. Head
Jack Sollis
Arnie McDowell

RECEIVED
JUN 16 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 81-7343122

NOTED
C. W. HEAD

8231

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

June 11, 1976

Mr. Robert A. Sandmann
Regional Construction Engineer
Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Sandmann:

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Obligee: State of Oregon 8231
Contract: No. ~~8328~~-Paving, Link River-Bisbee Street, Klamath Falls

Pursuant to our discussion in Salem on June 8, we are enclosing two executed copies of the price agreement dated April 12, 1976 in the amount of $1,046.80. We shall appreciate prompt payment being made to United Pacific Insurance Company as surety for Klamath Paving Co. on this project.

We shall also appreciate your prompt reconsideration of the additional claims as discussed in our meeting and additional consideration of a further extension of time to the above contractor in order to remit liquidated damages previously assessed by the Department of Transportation.

By copy of this letter to Mr. McDowell, we are reminding him to submit whatever further information you require with respect to the claims etc. Thanks for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
Enc.
cc: Cecil W. Head-State of Oregon ✓
Mr. Jack Sollis-Assistant Attorney General
Mr. Arnie McDowell

RECEIVED
JUN 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

...ILD
... HEAD

UNITED PACIFIC/RELIANCE
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

June 11, 1976

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Warren Richards
Labor Compliance Officer

Dear Mr. Richards:

Contractor: Klamath Paving Company
Contract #8238, Link River-Bisbee Street
Contract #8279, Modoc Point (Unit C & D)
Contract #8210, Barkley Springs-Algoma Section

Consistent with our discussions at the June 8, 1976 meeting held at the Highway Department, enclosed you will find United Pacific's drafts payable to the Operating Engineers Trust Fund covering the amount of fringe benefits determined by your office as owing the Operating Engineers Trust Fund for work performed by their members on the above project. It is our understanding you will forward these payments to the Operating Engineers Trust Fund in settlement of their claims against the State of Oregon or United Pacific's bonds on the above projects.

With respect to the matter of underpayment to employees of Concrete Products, Inc., would you kindly advise whether or not Mr. Flynn makes these payments promptly. If he does not, United Pacific will forward such payments to your office on each of the individual employees in settlement of their claims on the assurance that the State of Oregon Highway Division will remit the $5,000 amount withheld for this purpose to United Pacific Insurance Company.

Thanks again for your prompt cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
Enc.
cc: Cecil W. Head
Jack Sollis-Assistant Attorney General
Mr. Arnie McDowell

RECEIVED
COMMISSIONER
DEPARTMENT OF ... SERVICES
... DIVISION

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

June 11, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, OR 97601

RE: Klamath Paving Company Contracts No. 8210 - Barkley Springs - Algoma
No. 8279 - Modoc Point (Units C & D)
No. 8238 - Link River - Bisbee Street

Dear Mr. Brandsness:

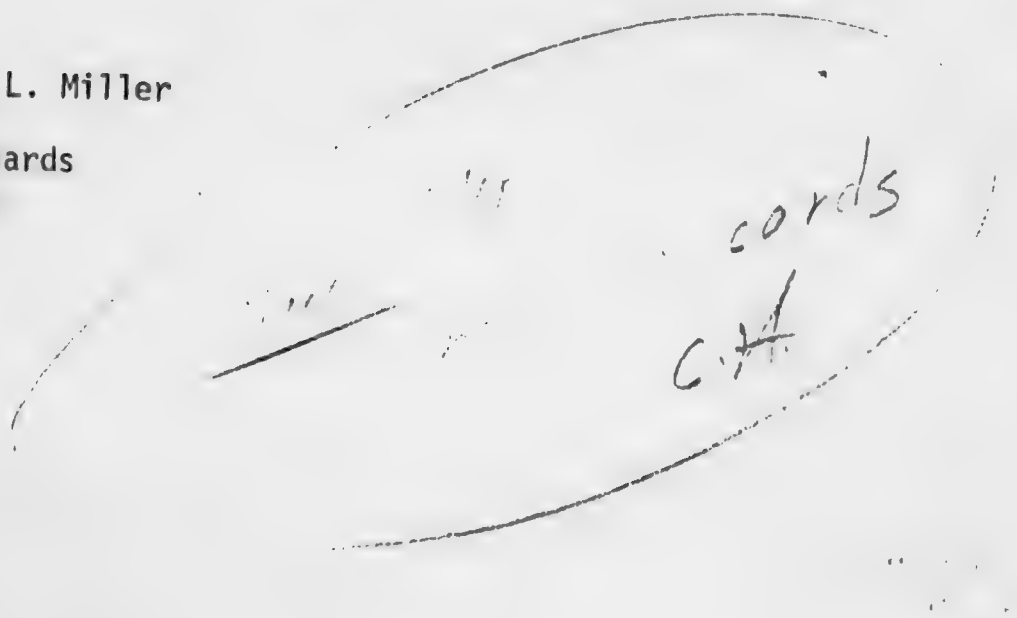
I have received a copy of Mr. Charles L. Kobin's letter of May 26, 1976 and I am satisfied that the Highway Division has no obligation to make any payments under the above contracts to the trustees in bankruptcy and therefore I am advising the Highway Division to make all payments directly to the Bonding Company for the three contracts.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: Mr. Robert L. Miller
~~C~~. W. Head
Warren Richards
V. E. Skoog



ASPHALT PAVING CO.

GENERAL CONTRACTOR
P.O. Box 938 - 350 Spring Street
Klamath Falls, Oregon 97601
Phone 503/884-6521

ASPHALT PAVING
CRUSHED ROCK
GRADING
EXCAVATION
RENTALS

GENE R. BYRNES

June 2, 19 76

CONTRACTING PARTY: Oregon State Highway Division
Mr. E. J. Dunn, Resident Engineer

TYPE AND LOCATION OF WORK: (1) Barkley Springs Section } The Dalles-Calif. Hwy
(2) Modoc Point Section }

QUOTATIONS SUBJECT TO CHANGE OR CANCELLATION AFTER 30 DAYS

QUANTITY	UNIT	DESCRIPTION OF ITEM	UNIT PRICE	TOTAL PRICE
	(1)	Time and material plus 15% based		
		on the following schedule:		
		Foreman and pickup w/2-way radio	$ 200. /day	
		Blade grader, operated and maintained	26.50/hr.	
		Oil distributor, " " "	26.50/hr.	
		10 cy dump truck, " " "	22.50/hr.	
		10-12 ton roller, " " "	22.50/hr.	
		Hotmix loaded into truck:	14.97/ton	
		Tack oil loaded into distributor:	.40/gal.	
		Laborer or raker -	13.50/hr.	

(2) Approximately 240 tons of class "C" hotmix machine-laid on "fog tack" and rolled with a 10-12 ton steel roller; includes signs, pilot car, flagmen, supervision, complete.
$ 27.80/ton

YOUR SIGNATURE ON ONE COPY RETURNED TO US WILL MAKE THIS A LEGAL CONTRACT FOR THE PERFORMANCE OF THE ABOVE WORK.

ACCEPTED:

ASPHALT PAVING CO.

By Gene R. Byrnes

.BNM

BND CON 2 6-1-76 10.23 AM

SANDMANN

THE MEETING WITH THE BONDING COMPANY REGARDING INCOMPLETE CONTRACT ITEMS ON KLAMATH PAVING JOBS WILL BE HELD AT 1 PM, TUESDAY, JUNE 8 IN THE SMALL CONFERENCE ROOM OF THE HIGHWAY BUILDING.

RICHARDS

FR37-38.

xc: Cecil Head
Jack Sollis

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

May 26, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

Dear Mr. Brandsness:

Consistent with our telephone conversation of last week, I advised that we represent United Pacific Insurance Company. Your letter of May 11, 1976, received by United Pacific on May 17, 1976, was referred to our office for response.

As you are aware, United Pacific is payment-performance bond surety for Klamath Paving Company on three Oregon State Highway projects. Klamath Paving, as you are aware, defaulted on each of these projects as well as others.

Claims have been received by United Pacific against each of the three above jobs referred to in your letter. In fact, United Pacific has paid claims and is out-of-pocket to date in the amount of $49,399.86 (exclusive of costs of adjustment and attorney's fees).

There are also substantial outstanding contingent claims on each of the above jobs totalling in excess of $30,000, and costs in a yet undetermined amount which will necessarily be incurred by United Pacific in order to complete work on two of the three mentioned jobs.

As advised by phone, I suggested that there are a number of cases dealing with priority rights between surety and trustees in bankruptcy which have been on the books for many years. I direct your attention particularly to the following authorities which stand for the proposition that United Pacific, as surety for a defaulting contractor, has expended its funds and, as a result of such defaults, is entitled to priority with respect to

all job funds due or to become due from owner:

Pearlman v. Reliance Insurance Company, 371 US 132 (1962);

National Shawmut Bank v. New Amsterdam Casualty Co., 411 F.2d 843;

Prairie State National Bank v. U.S., 164 U.S. 227;

Home Indemnity Company v. U.S., 443 F.2nd 764 (1970); and

Aetna v. U.S., 435 F.2d. 1082.

An analysis of the above authorities is conclusive to me that United Pacific, under these circumstances, is entitled to all funds due or to become due from the State of Oregon from any other source on bonded jobs to the extent of United Pacific's loss.

I am sending a copy of this letter to the Oregon State Department of Transportation for their information, and request that the Department of Transportation, consistent with previous communications with United Pacific, send all job funds due or to become due to United Pacific Insurance Company.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

cc: Mr. Robert L. Miller of
United Pacific Insurance Company

Mr. C. W. Head of
Department of Transportation

Mr. Jack Sollis of
Department of Transportation

RECEIVED
MAY 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC/RELIANCE
720 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

May 21, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

We acknowledge receipt of your May 4, 1976 letter concerning the additional items of work to be performed on Contract 8210 - Barkley Springs-Algoma Section, and 8279 - Modoc Point (Units C & D) Section. If it is possible for your resident engineers to prepare or obtain an estimate for doing the work on these two projects locally, we would like to have that information along with a copy of the estimate.

We also believe we can secure the services of Mr. Arnie McDowell who was formerly employed by Klamath Paving Company to accomplish this work. We are in the process of contacting Mr. McDowell in this regard.

We have also been informed that there are certain outstanding claims arising out of this project which have previously been discussed with representatives of the Highway Department, and Mr. McDowell has agreed to assist United Pacific with respect to negotiating settlement of the claims relating to these projects. We have been advised that there is a claim approximating $2,500 to be negotiated on the Modoc Point project. There is also a claim and remaining items to be negotiated on the Link River-Bisbee Street project, your Contract 8238. And, we understand there is a claim or contract adjustment to be made relating to the Barkley Springs contract. So, we would appreciate your representatives, who I believe may be Mr. Sandman and Mr. Poole, to meet with Mr. McDowell and myself at your office or the Highway Division office in Salem to try and arrive at some agreement with respect to the claims. If the Highway Division representatives could set a meeting date in Salem that is convenient some time during the first ten days of June, I am sure Mr. McDowell and I could arrange to meet with the Highway Division representatives.

In the meantime, we shall discuss this matter with Mr. McDowell and will request that he contact your representatives with respect to completing the work on the Barkley Springs and Modoc jobs.

In view of the bankruptcy filing of Pacific Crushing Co. dba Klamath Paving Co., it is obvious that Klamath Paving Co. is in default on its contracts with the State of Oregon. And, as you know, United Pacific contends it has a right to any and all contract funds due or to become due Klamath Paving Company on the State of Oregon

contracts. For your further information, United Pacific has paid out the sum of $84,733.24 in settlement of valid claims arising out of these contracts. Your records will reflect United Pacific received contract funds totaling $35,333.38 from the State of Oregon on these projects. The loss incurred to date by United Pacific is $49,399.86. Consequently, United Pacific must insist that any and all contract funds due or to become due Klamath Paving Company on these State of Oregon contracts be paid to United Pacific or that such funds be utilized by the State of Oregon to satisfy any valid statutory claims arising out of or relating to these Highway construction contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILLIAM P. BRANDSNESS
ATTORNEY AT LAW
411 PINE STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 503/882-6616

May 11, 1976

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Klamath Paving Company Contracts No. 8279, No. 8210 and No. 8238

Dear Mr. Head:

Please be advised that I am the attorney for Jack Dempsey, Trustee in Bankruptcy of Klamath Paving Company, also known as Klamath Rock Products and Pacific Crushing, Inc., which corporation is now bankrupt. The petition in bankruptcy was filed on the 18th day of March, 1976, the same date as the assignment of the proceeds from the State of Oregon to United Pacific Insurance Company.

I believe that Boyd Long, who was the attorney for the Receiver, called you on April 5, 1976 and claimed the residue due under any and all of these contracts. Please be advised that we are not honoring these assignments and that all proceeds should be paid to the Trustee in Bankruptcy and if United Pacific Insurance Company has a lawful claim they may pursue the same through the Bankruptcy Court.

Very truly yours,

WILLIAM P. BRANDSNESS

WPB:ms

cc. United Pacific Insurance Company
Att: Robert L. Miller

Jack L. Dempsey

Hon. Michael R. Hogan

RECEIVED
MAY 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5/13 - sent copy to Collis
any action - ?

UNITED PACIFIC/RELIANCE
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

April 16, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. C. W. Head
Commission Services and

Mr. Jack Sollis
Assistant Attorney General

Gentlemen:

Klamath Paving Company
State of Oregon Contract No. 8279 -
Modoc Point, Unit C & D Project

Contract No. 8210 - Barkley Springs-
Algoma Project

Contract No. 8238 - Link River-Bisbee
Street Project

Reference our previous disccussion and correspondence regarding contracts of Klamath Paving Company which were bonded by United Pacific Insurance Company, as you have already been informed, Pacific Crushing Company, dba Klamath Paving Co., has filed bankruptcy. In view of this bankruptcy filing and other reasons, we advise you United Pacific is asserting its rights to any contract funds, including retained funds, due or to become due Klamath Paving Company on these contracts. We claim these rights by virtue of the terms and conditions of the Indemnity Agreement executed by Pacific Crushing Company, dba Klamath Paving Company in order to procure the bonds from United Pacific for these projects. In addition, United Pacific is claiming the funds under the doctrine of equitable subrogation and the right to be indemnified from contract funds.

It is our expressed contention that any contract funds due or to become due Klamath Paving Company, including retained funds, be first utilized to satisfy any valid labor and material claims or other statutory claims against the contract and bond and also by the State of Oregon Highway Department for completion of work on the Modoc Point project which has not been completed.

We shall expect the State of Oregon to either pay the contract funds over to United Pacific who has already paid claims arising from the projects or utilize those funds consistent with the State's statutory authority to satisfy valid labor and material claims or statutory liens from such funds of the contractor. (Reference ORS 279.314)

With respect to the enclosed "Continuing Agreement of Indemnity-Contractor's Form" dated February 25, 1975, which specifically relates to bonds on the above-mentioned projects, your attention is directed to Paragraph Second, Fourth, Fifth, Sixth and Eighth of this agreement in addition to other applicable provisions of the agreement.

As of this date, United Pacific has paid labor and material claims totalling $32,771.19 on the Modoc project. It is in the process of settling claims presented by Coral Corporation of $11,637.10 on the Modoc job and $40,324.95 on the Barkley Springs job. We are investigating additional claims filed and expect other claims will be received against these bonded projects.

Your cooperation in these matters will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

db
cc: Kobin & Meyer-Attorneys

RECEIVED
APR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC INSURANCE COMPANY

CONTINUING AGREEMENT OF INDEMNITY—CONTRACTOR'S FORM

THIS AGREEMENT is made by the undersigned for the continuing benefit of the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation (hereinafter referred to as the Surety), for the purpose of saving it harmless and indemnifying it from all loss and expense in connection with any Bonds executed on behalf of any one or more of the following persons, firms or corporations:

Pacific Crushing Co., an Oregon Corporation; Pacific Crushing Co. d/b/a Klamath Rock Products; Pacific Crushing Co., d/b/a Klamath Paving Company

(hereinafter referred to as Contractor).

WITNESSETH,

WHEREAS, the Contractor, individually or jointly with others, may desire or be required from time to time to give certain bonds, undertakings, or instruments of guarantee (all of which will hereinafter be included within the term "Bond" or "Bonds"), and

WHEREAS, upon the express condition that this instrument be executed, the Surety has executed or procured the execution of, and may hereafter execute or procure the execution of such Bonds.

NOW, THEREFORE, in consideration of the execution of any such Bond or Bonds and as an inducement to such execution, we, the undersigned, agree and bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

FIRST: To pay all premiums on said Bonds computed in accordance with the Surety's regular manual of rates in effect on the date said Bonds are executed.

SECOND: To indemnify, and keep indemnified, and hold and save harmless the Surety against all demands, claims, loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by the Surety by reason of executing or procuring the execution of any said Bond or Bonds, or any other Bonds, which may be already or hereafter executed for or at the request of the undersigned, or renewal or continuation thereof; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom, recovering or attempting to recover any salvage in connection therewith or enforcing by litigation or otherwise any of the agreements herein contained. Payment of amounts due Surety hereunder together with legal interest shall be payable upon demand.

THIRD: To furnish money to the Contractor or to the Surety as needed for the prompt payment of labor, materials, and any other costs or expenses in connection with the performance of contracts when and as requested to do so by the Surety.

FOURTH: To assign, transfer and convey, and each of the undersigned does by these presents assign, transfer and convey to the Surety, as of the date of execution of said Bond or Bonds, as collateral security for the full performance of the covenants and agreements herein contained and the payment of any other indebtedness or liability of the undersigned to the Surety, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of any such Bond or Bonds, or may thereafter be, about or upon the site of the work to be performed under the contract referred to in and guaranteed by such Bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any subcontract in connection with said contract, and against any subcontractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said contract, and against any surety or sureties of any such materialmen, subcontractor, laborer or other person, firm or corporation;

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the obligee under said contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said contract or such Bond or Bonds or of the terms of this Agreement or at the time of any advance, payment or guaranty by the Surety for the purpose of avoiding such abandonment, forfeiture or breach, may be due or may thereafter become due under said contract to or on behalf of the undersigned, together with any and all sums due or which may thereafter become due under or on all other contracts, bonded or unbonded, in which any or all of the undersigned have an interest.

FIFTH: Each of the undersigned does hereby irrevocably nominate and appoint any officer of the Surety the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event the Contractor fails or is unable to complete the work called for by the contract guaranteed by any Bond or in the event of the breach of any provision of this Agreement to execute on behalf of, and sign the names of each of the undersigned to, any voucher, release, satisfaction, check, bill of sale of all or any property by this Agreement assigned to the Surety or any other paper or contract necessary or desired to carry into effect the purposes of this Agreement; with full right and authority also, in such event, to dispose of the performance of said contract by subletting the same in the name of the Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or the Surety may lawfully do in the premises and further authorizes and empowers the Surety and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and subcontracts and all other collateral security mentioned in this Agreement and enforce, use, employ and dispose thereof for the purposes set forth in this Agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless the Surety and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this Agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against the Surety or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

SEVENTEENTH: The undersigned warrant th[illegible] of them is specifically and beneficially interested in t[illegible]ing of each Bond. Failure to execute or defective

SIXTH: That if Surety shall be required or shall do or it necessary to set up a reserve in any amount to co[illegible]ny claim, demand, liability, expense, suit, order, judgment or adjudication under or on any Bond or claims or for any other reason whatsoever, to immediately upon demand deposit with Surety an amount of money sufficient to cover such reserve and any increase thereof, such funds to be held by Surety as collateral, in addition to the indemnity afforded by this instrument, with the right to use such funds or any part thereof, at any time, in payment or compromise of any liability, claims, demands, judgment, damages, fees and disbursements or other expenses; and the undersigned, in the event of their failure to comply with such demand, hereby authorize and empower any attorney of any court of record of the United States or any of its territories or possessions, to appear for them or any of them in any suit by Surety and to confess judgment against them or any of them for any sum or sums of money up to the amount of any or all Bond or Bonds, with costs, interest and reasonable attorneys' fees; such judgment, however, to be satisfied upon the payment of any and all such sums as may be found due by the undersigned to Surety under the terms of this Agreement. Demand shall be sufficient if sent by registered or certified mail to the undersigned at the address or addresses given herein or last known to Surety, whether or not actually received.

SEVENTH: All collateral security held by or assigned to the Surety may be used by the Surety at any time in payment of any claim, loss or expense which the undersigned have agreed to pay hereby, whether or not such claim, loss or expense arises out of or in connection with such Bond or contract under which such collateral is held. The Surety may sell or realize upon any or all such collateral security, at public or private sale, with or without notice to the undersigned or any of them, and with the right to be purchaser itself at any such public sale, and shall be accountable to the undersigned only for such surplus or remainder of such collateral security or the proceeds thereof as may be in the Surety's possession after it has been fully indemnified as in this Agreement provided. The Surety shall not be liable for decrease in value or loss or destruction of or damage to such security, however caused.

EIGHTH: The Surety shall have the right, at its option and in its sole discretion:

(a) To deem this Agreement breached should the Contractor become involved in any agreement or proceeding of liquidation, receivership, or bankruptcy, voluntarily or involuntarily, or should the Contractor if an individual die, be convicted of a felony, become a fugitive from justice, or for any reason disappears and cannot immediately be found by the Surety by use of usual methods.

(b) To take possession of the work under any contract and at the expense of the undersigned to complete or to contract for the completion of the same, or to consent to the re-letting of the completion thereof by the obligee in said contract Bond or Bonds, or to take such other steps as in the discretion of the Surety may be advisable or necessary to obtain its release or to secure itself from loss thereunder.

(c) To adjust, settle or compromise any claim, demand, suit or judgment upon said Bond or Bonds, or any of them, unless the undersigned shall request in writing the Surety to litigate such claim or demand, or defend such suit, or appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount to be used in paying any judgment or judgments rendered with interest, costs and attorneys' fees.

All damage, loss or expense of any nature which the Surety may incur under Section Eighth shall be borne by the undersigned.

NINTH: The Surety shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon said Bond or Bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned (except as provided in Section Eighth (c) hereof); and any loss, costs, charges, expense or liability thereby sustained or incurred, as well as any and all disbursements on account of costs, expenses and attorneys' fees, deemed necessary or advisable by the Surety, shall be borne and paid immediately by the undersigned, together with legal interest. In the event of any payment, settlement, compromise or investigation, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of the Surety or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to the Surety in any claim or suit hereunder and in any and all matters arising between the undersigned and the Surety.

TENTH: The Surety is further authorized and empowered to advance money or to guarantee loans to the Contractor which the Surety may see fit to advance to said Contractor for the purpose of any contract referred to in or guaranteed by said Bond or Bonds; and all money so loaned or advanced and all costs, attorneys' fees and expenses incurred by the Surety in relation thereto, unless repaid with legal interest when due, shall be conclusively presumed to be a loss by the Surety for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced to the Contractor for the purpose of any such contract should not be so used by the Contractor. The undersigned hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any said Bond or Bonds, and waive notice of any and all liability of the Surety under any said Bond or Bonds or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to the Surety hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

ELEVENTH: No assent, assignment, change in time or manner of payment or other change or extension in the terms of any Bond or of any contract referred to in such Bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by the Surety or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. This Agreement shall apply to any and all renewal, continuation or substitution bonds executed by the Surety. The Surety shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or executing any assent, assignment, change or extension.

TWELFTH: Until the Surety shall have been furnished with competent legal evidence of its discharge without loss from any and all Bonds, the Surety shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to the Surety the amount of such deposits as of any date requested and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by the Surety concerning any transaction. The Surety may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

THIRTEENTH: Each of the undersigned does hereby waive all right to claim any property, including homestead as exempt from levy, execution, sale or other legal process under the law of any state, province or other government as against the rights of the Surety to proceed against the same for indemnity hereunder.

FOURTEENTH: The Surety shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which the Surety might have if this instrument were not executed. The undersigned will, on request of the Surety procure the discharge of the Surety from any Bonds, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action. The Surety shall be notified immediately by the undersigned of any claim or action which may result in a claim against the Surety, such notice to be given by registered mail to the Surety at its Home Office in Tacoma, Washington. In the event of legal proceedings against the Surety, upon or on account of any said Bond or Bonds, the Surety may apply for a court order making any or all of the undersigned parties defendants, and each undersigned hereby consents to the granting of such application and agrees to become such a party defendant and to allow judgment, in the event of judgment against the Surety, to be rendered also against such undersigned in like amount and in favor of the Surety, if the Surety so desires.

FIFTEENTH: The Surety reserves the right to decline to execute any such Bond; and if it shall execute any proposal Bond, and if the Contractor is awarded the contract, the Contractor shall not be obligated to obtain any Bond or Bonds required by the contract from the Surety nor shall the Surety be obligated to execute such Bond or Bonds.

SIXTEENTH: This Agreement shall, in all its terms and agreements, be for the benefit of and protect any person or company joining with the Surety in executing said Bond or Bonds, or any of them, or executing at the request of the Surety said Bond or Bonds, or any of them as well as any company or companies assuming co-suretyship or reinsurance thereon.

ACKNOWLEDGEMENT

ACKNOWLEDGEMENT

SEVENTEENTH: The undersigned warrant th[illegible] of them is specifically and beneficially interested in t[illegible]ing of each Bond. Failure to execute, or defective execution, by any party, shall not affect the val[illegible]y of this obligation as to any other party executing the [illegible]and each such other party shall remain fully bound and liable hereunder. Invalidity of any portion or p[illegible]on of this Agreement by reason of the laws of any st[illegible] for any other reason shall not render the other provisions or portions hereof invalid. Execution of any application for any Bond by the Contractor, or of any other indemnity agreement by any undersigned for the Contractor shall in no way abrogate, waive or diminish any rights of Surety under this Agreement. The undersigned acknowledge that the execution of this Agreement and the undertaking of indemnity was not made in reliance upon any representation concerning the financial responsibility of any undersigned, or concerning the competence of the Contractor to perform.

EIGHTEENTH: Each of the undersigned expressly recognizes and covenants that this Agreement is a continuing obligation applying to and indemnifying the Surety as to any and all Bonds (whether or not covered by any application signed by Contractor—such application to be considered between the parties hereto as merely supplemental to this Continuing Agreement of Indemnity) heretofore or hereafter executed by Surety on behalf of Contractor (whether contracting alone or as a Co-adventurer) until this Agreement shall be canceled in the manner hereinafter provided. Any of the undersigned may notify the Surety at its Home Office in Tacoma, Washington, of such undersigned's withdrawal from this Agreement; such notice shall be sent by certified or registered mail and shall state when, not less than thirty days after receipt of such notice by the Surety, such withdrawal shall be effective. Such undersigned will not be liable under this Agreement as to any Bonds executed by the Surety after the effective date of such notice; provided, that as to any and all such Bonds executed or authorized by the Surety prior to effective date of such notice and as to any and all renewals, continuations and extensions thereof or substitutions therefor (and, if a proposal or Bid Bond has been executed or authorized prior to such effective date, as to any contract Bond executed pursuant thereto) regardless of when the same are executed, such undersigned shall be and remain fully liable hereunder, as if said notice had not been served. Such withdrawal by any undersigned shall in no way affect the obligation of any other undersigned who has given no such notice of termination.

NINETEENTH: That this Agreement shall constitute a Security Agreement to Surety and also a Financing Statement, both in accordance with the provisions of the Uniform Commercial Code of every jurisdiction wherein such Code is in effect, but that the filing or recording of this Agreement shall be solely at the option of Surety and that the failure to do so shall not release or impair any of the obligations of the undersigned under this Agreement or otherwise arising, nor shall such failure be in any manner in derogation of the rights of Surety under this Agreement or otherwise.

deed.

ACKNOWLEDGEMENT

Signed, sealed, and dated this 29th day of January 19 75

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

(Seal)

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

Bernard L. Hayes (Seal)
Attest: Bernard L. Hayes, Sec.

Arnie M. McDowell, Individually (Seal)

Marlene McDowell, Individually

LeRoy F. Vaughan, Individually (Seal)

Glenna Vaughan, Individually

Dan E. Hooker, Individually

Pacific Crushing Co.

Bernard L. Hayes, President (Seal)

Pacific Crushing Co. d/b/a Klamath Rock Products and/or Klamath Paving Company

Bernard L. Hayes, President (Seal)

Central Oregon Pavers, Inc.

Arthur B. Woods, President (Seal)

Arthur B. Woods, Individually (Seal)

Edris Woods, Individually (Seal)

Bernard L. Hayes, Individually

UNITED PACIFIC INSURANCE COMPANY

By: _____

IMPORTANT: Print or type the name and address of each signatory to this agreement. Each signature must be acknowledged —See REVERSE HEREOF.

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally appeared

Arthur B. Wood, Dan E. Hooker, Bernard L. Hayes

to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as h free and voluntary act and deed.

Dorothy E Vincent
Notary Public, residing at Klam Falls Ore
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Bernard L. Hayes, Secretary, Central Oregon Pavers, Inc.

to me known, who being by me duly sworn, did depose and say: that he resides in

that he is the of the

the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Klam Falls Ore
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Bernard L. Hayes, President Pacific Crushing Co.
Arnie M. McDowell, Secretary Pacific Crushing Co.

to me known, who being by me duly sworn, did depose and say: that he resides in

that he is the of the

the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Klam Falls Ore
(Commission expires 7/8/77)

ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.

On this 29th day of January, 1975 before me personally came

Arthur B. Woods, President, Central Oregon Pavers, Inc.

to me known, who being by me duly sworn, did depose and say: that he resides in

that he is the of the

the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy E Vincent
Notary Public, residing at Klam Falls Ore
(Commission expires 7/8/77)

IMPORTANT: Attach certified copy of Resolution authorizing execution of this instrument by Corporation.

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON
FIDELITY AND SURETY DEPARTMENT

RESOLUTION AUTHORIZING EXECUTION OF INDEMNITY AGREEMENT

At a meeting of the Board of Directors of Central Oregon Pavers, Inc.
, a corporation organized and existing by virtue of the laws of Oregon, hereinafter called Indemnitor, duly called and held on the 30th day of January, 1975, a quorum being present, the following Preamble and Resolution was adopted:

"WHEREAS, this Corporation has a financial, material and beneficial interest in Pacific Crushing Co. of Klamath Falls, State of Oregon, hereinafter called Applicant, or in certain contract or contracts of said Applicant, and

"WHEREAS, said Applicant in the conduct of business is required from time to time to furnish surety bonds, undertakings or other writings obligatory in the nature thereof, hereinafter referred to as Bonds, to various governments, persons, firms or corporations, and

"WHEREAS, as a condition precedent to the signing of said Bonds, on behalf of said Applicant, the United Pacific Insurance Company requires that it be furnished with the written indemnity of this corporation whereby it will fully and completely indemnify the said United Pacific Insurance Company against any loss of whatsoever nature which it may sustain by reason of executing any Bonds on behalf of the said Applicant;

"NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of this Corporation that its _____ President and its _____ Secretary be and they are hereby authorized, empowered and directed to execute on behalf of this Corporation and in its name, such instruments as may be necessary to indemnify the said United Pacific Insurance Company upon its execution of any Bonds, on behalf of the said Applicant, and

"BE IT FURTHER RESOLVED, that any prior acts of said officers or of any other agents or representatives of this Corporation in connection with the procuring of any Bonds, as aforesaid, and in indemnifying said United Pacific Insurance Company, are hereby confirmed and ratified."

I, Arthur B. Woods
hereby certify and declare that I am the regularly and duly acting _____ President of said Indemnitor, that the Resolution above set forth was duly and regularly adopted by the Board of Directors of said Corporation at a special meeting of said Board of Directors held at Redmond, Oregon on the 30th day of January, 1975; that the whole number of the Board of Directors of said Corporation is 6; that there were present at said meeting 5 Directors constituting a quorum; that all Directors present voted in favor of said Resolution, and that thereupon the Resolution was declared regularly adopted.

Arthur B. Woods, PRESIDENT

ATTEST:

At a meeting of the Board of Directors of Central Oregon Pavers, Inc.

, a corporation organized and existing by virtue of the laws of

Oregon, hereinafter called Indemnitor, duly called and held on the 30th

day of January, 1975, a quorum being present, the following Preamble and Resolution was adopted:

"WHEREAS, this Corporation has a financial, material and beneficial interest in Pacific

Crushing Co.

of Klamath Falls, State of Oregon, hereinafter called Applicant, or in certain contract or contracts of said Applicant, and

"WHEREAS, said Applicant in the conduct of business is required from time to time to furnish surety bonds, undertakings or other writings obligatory in the nature thereof, hereinafter referred to as Bonds, to various governments, persons, firms or corporations, and

"WHEREAS, as a condition precedent to the signing of said Bonds, on behalf of said Applicant, the United Pacific Insurance Company requires that it be furnished with the written indemnity of this corporation whereby it will fully and completely indemnify the said United Pacific Insurance Company against any loss of whatsoever nature which it may sustain by reason of executing any Bonds on behalf of the said Applicant;

"NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of this Corporation that its

President and its Secretary be and they are hereby authorized, empowered and directed to execute on behalf of this Corporation and in its name, such instruments as may be necessary to indemnify the said United Pacific Insurance Company upon its execution of any Bonds, on behalf of the said Applicant, and

"BE IT FURTHER RESOLVED, that any prior acts of said officers or of any other agents or representatives of this Corporation in connection with the procuring of any Bonds, as aforesaid, and in indemnifying said United Pacific Insurance Company, are hereby confirmed and ratified."

I, Arthur B. Woods

hereby certify and declare that I am the regularly and duly acting President of said Indemnitor, that the Resolution above set forth was duly and regularly adopted by the Board of Directors of said Corporation at a

special meeting of said Board of Directors held at Redmond, Oregon

on the 30th day of January, 1975; that the whole number of the Board of Directors

of said Corporation is 6; that there were present at said meeting 5 Directors constituting a quorum; that all Directors present voted in favor of said Resolution, and that thereupon the Resolution was declared regularly adopted.

Arthur B. Woods, PRESIDENT

ATTEST:

Bernard L. Hayes, SECRETARY

B-1014 - General - Resolution Authorizing Indemnity Agreement Rev. 7-55

April 12, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

April 12, 1976

Mr. Robert O. Butts
937 S.W. 14th Ave.
Portland, OR 97205

Dear Mr. Butts:

We have received your recent letter informing us that you are Receiver in Bankruptcy in connection with the Pacific Crushing Co., Inc., Contracts 8210, 8238 and 8279. We have contacted the contractor's surety, United Pacific Insurance Company in Tacoma, Washington, informing them of the receipt of your letter.

We should be getting a reply from the surety concerning this matter in the near future.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Reference is made to the Pacific Crushing Co., Inc., (Klamath Paving Co.) bankruptcy letter received from Robert Butts, receiver in bankruptcy, and your memo of April 5 to me concerning action that we should take.

Yesterday I talked to Mr. D. G. Lyon of the United Pacific Insurance Company in Tacoma (Bob Miller, Bond Manager, was on vacation). I informed Mr. Lyon of the letter we received from Robert Butts. Mr. Lyon said for us not to make any further payments on Contracts 8210, 8238 and 8279 until we hear from them. He indicated that Mr. Miller would be back in the office on the 13th of April. He asked if I would forward to him a copy of Mr. Butt's letter.

As you are aware, Jack, we are sending all payments on these three contracts to the surety, United Pacific Insurance Company in Tacoma. As recommended in your April 5 letter, I informed Dick Hacek to hold future payments on these contracts.

Yesterday Fran Neavoll received a call from Robert Butts in Portland (telephone no. 226-4461) stating that he is claiming the residue on Contract Nos. 8279, 8210 and 8238, and if we had any questions to call him.

CWH:sr

cc Dick Hacek

DEPARTMENT OF TRANSPORTATION

April 6, 1976

Dick Hacek
Finance Branch

C. W. Head
Commission Services

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remmittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

MEMO OF CALL OR VISIT

TO: Cec

SECTION | DATE: 4-5 | TIME: 8:20 A.M. P.M.

NAME, ORGANIZATION OF CALLER: Bob Butts 226-4461 (Portland)

ACTION

- [x] TELEPHONED
- [ ] VISITED OFFICE
- [ ] RETURNED YOUR CALL
- [ ] RADIO'D
- [ ] REQUESTED YOU CALL HIM AT _____ [ ] _____
- [ ] WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Re - DW letter of March 29 to United Pacific on Klamath Paving Co's contracts.

Mr. Butts is claiming the residue (remainder or surplus) on contracts 8279, 8210 and 8238.

Requested you call him if you have questions. SR

SIGNATURE

FORM 81-734-3361

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

226-3531

March 31, 1976

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8231

15

RECD
U. S. COULEE

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST HELENS AVENUE ■ TACOMA WASHINGTON 98402 ■ A/C 206 - 383-1481

May 21, 1976

Keasey, Bond, Jackmond, Harwood, Johnson, Walker, Richards, Glenn, Berg
RECEIVED
MAY 26 1976
CONSTRUCTION SECTION

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

We acknowledge receipt of your May 4, 1976 letter concerning the additional items of work to be performed on Contract 8210 - Barkley Springs-Algoma Section, and 8279 - Modoc Point (Units C & D) Section. If it is possible for your resident engineers to prepare or obtain an estimate for doing the work on these two projects locally, we would like to have that information along with a copy of the estimate.

We also believe we can secure the services of Mr. Arnie McDowell who was formerly employed by Klamath Paving Company to accomplish this work. We are in the process of contacting Mr. McDowell in this regard.

We have also been informed that there are certain outstanding claims arising out of this project which have previously been discussed with representatives of the Highway Department, and Mr. McDowell has agreed to assist United Pacific with respect to negotiating settlement of the claims relating to these projects. We have been advised that there is a claim approximating $2,500 to be negotiated on the Modoc Point project. There is also a claim and remaining items to be negotiated on the Link River-Bisbee Street project, your Contract 8238. And, we understand there is a claim or contract adjustment to be made relating to the Barkley Springs contract. So, we would appreciate your representatives, who I believe may be Mr. Sandman and Mr. Poole, to meet with Mr. McDowell and myself at your office or the Highway Division office in Salem to try and arrive at some agreement with respect to the claims. If the Highway Division representatives could set a meeting date in Salem that is convenient some time during the first ten days of June, I am sure Mr. McDowell and I could arrange to meet with the Highway Division representatives.

In the meantime, we shall discuss this matter with Mr. McDowell and will request that he contact your representatives with respect to completing the work on the Barkley Springs and Modoc jobs.

In view of the bankruptcy filing of Pacific Crushing Co. dba Klamath Paving Co., it is obvious that Klamath Paving Co. is in default on its contracts with the State of Oregon. And, as you know, United Pacific contends it has a right to any and all contract funds due or to become due Klamath Paving Company on the State of Oregon

contracts. For your further information, United Pacific has paid out the sum of $84,733.24 in settlement of valid claims arising out of these contracts. Your records will reflect United Pacific received contract funds totaling $35,333.38 from the State of Oregon on these projects. The loss incurred to date by United Pacific is $49,399.86. Consequently, United Pacific must insist that any and all contract funds due or to become due Klamath Paving Company on these State of Oregon contracts be paid to United Pacific or that such funds be utilized by the State of Oregon to satisfy any valid statutory claims arising out of or relating to these Highway construction contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

7211 ST. HELENS AVENUE • TACOMA WASHINGTON 98407 • AC 206 – 383-1481

May 21, 1976

Routing
Keasey ___ RECEIVED ___ Richards
Bond ___ ___ Glenn
Jackmond ___ MAY 26 1976 ___ Berg
Harwood ___
Johnsen ___ CONSTRUCTION
Walker ___ SECTION

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Mr. Warren Richards
Labor Compliance Officer

Dear Mr. Richards:

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: #8210, Barkley Springs-
Algoma Project

We appreciate receiving the information contained in your letter of May 3, 1976. We believe your office is aware of the fact that Klamath Paving Company has filed voluntary bankruptcy proceedings in the State of Oregon. Secondly, we believe your office is aware of the fact that Concrete Products, Inc. contests the State's contention that they were a subcontractor on this project. They contend the work performed by their clients was performed 8 or 10 miles from the project and is a type of work that would not ordinarily be carried out on the project site. Hence, they contend there is no question about the application of the Davis-Bacon Act requirements. However, since it appears the State of Oregon has determined that each of the covered employees of Concrete Products, Inc. are entitled to additional payment because of underpayment, it appears that the State of Oregon should promptly pay each of the covered employees individually, the amount of underpayment as determined by the State. We suggest these payments be made from the $5,000 amount the State of Oregon is currently withholding for this purpose.

Since United Pacific, as surety on the bond, claims a right to the remaining job funds on this project, we request the balance of these funds withheld be paid over to United Pacific Insurance Company.

United Pacific is also presently negotiating with the legal counsel for Concrete Products, Inc. with respect to this matter and their claim against Klamath Paving and United Pacific's bond on this project.

With respect to the complaint or claim from the Operating Engineers Trust Funds relating to employees fringe benefits, we believe you will agree this is a separate and distinct matter and that the Operating Engineers Trust Fund should file their claim against each of the specific projects pursuant to the requirements of the Oregon Statutes. United Pacific is willing to negotiate on any valid claim which the Operating Engineers Trust Funds desire to file against a specific project and United Pacific's bond on such project. So we believe your office should so advise the Operating Engineers Trust Fund.

Would you please inform us when your payments are made to the individual employees involved with the underpayment and when the remaining funds will be paid to United Pacific.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db

cc: Cecil W. Head
Heningson, Stunz & Fonda

April 16, 1976

The Flintkote Company
Calaveras Cement Division
215 Market Street
San Francisco, CA 94105

Attn: Robert C. Knoeland
Credit Manager

Gentlemen:

This is to acknowledge receipt of a copy of your letter of April 12, 1976, addressed to the Secretary of State advising him that Klamath Paving Co. owes you $5,367.38 plus interest.

You state this is in reference to the Klamath Paving Co., Contract No. 8238, Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your claim letter.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:rw

cc: Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
PO Box 1788
Eugene, OR 97401

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

April 12, 1976

Secretary of State
State Capitol Building
Salem, Oregon 93710

Re: Notice of Claim of THE FLINTKOTE COMPANY,
Calaveras Cement Division re Contract
No. 8238, Link River - Bisbee Street Section;
Contractor: Klamath Paving Co.
Surety: United Pacific Insurance Company

Dear Sir:

The purpose of this letter is to advise you that The Flintkote Company, Calaveras Cement Division ("Flintkote") desires to, and does hereby make claim against the performance and payment bond furnished by the above contractor for the sum of $5,367.38 plus interest at the rate prescribed by law from October 31, 1975. The foregoing amount represents amounts due and unpaid to Flintkote for cement sold and delivered to said contractor by Flintkote for use on, and was actually used on, the above referenced construction project. Attached hereto is a copy of our statement reflecting the amounts due and unpaid from Klamath Paving Co. in connection with said project.

We respectfully request that you consider this letter as Flintkote's Notice of Claim under the above referenced performance and payment bond. We further request that you return the enclosed extra copy of this letter, with appropriate markings thereon indicating your receipt and filing of the original, in the stamped, self-addressed envelope which is likewise enclosed.

Should you have any questions regarding the foregoing, or should any further action be required on our part to perfect our claim against the surety, please advise us immediately.

Very truly yours,

THE FLINTKOTE COMPANY
CALAVERAS CEMENT DIVISION

Robert C. Kneeland
Credit Manager

RCK:ce
Enclosure
cc: Oregon Transportation Commission
United Pacific Insurance Company

RECEIVED
APR 1 1976
COMMISSIONER
DEPARTMENT OF TRANSPORTATION

THE FLINTKOTE COMPANY
CALAVERAS CEMENT DIVISION

PLEASE REMIT TO

P.O. BOX 37280
SAN FRANCISCO
CALFORNIA 94137

STATEMENT

CUSTOMER:

KLAMATH PAVING CO
P O BOX 1180
KLAMATH FALLS
OREGON 97601

DATE 03/31/76
ACCOUNT NO. 245000

CUSTOMER:

KLAMATH PAVING CO

DATE 03/31/76
ACCOUNT NO. 245000

INVOICE NUMBER	INVOICE DATE	PAST DUE AMOUNT	CODE	OUTSTANDING AMOUNT
161470	08/14/75	1,437.60	1	1,437.60
161470	09/29/75	1,341.60CR	4	1,341.60CR
162514	08/29/75	2,875.20	1	2,875.20
162514	10/24/75	2,683.20CR	4	2,683.20CR
163129	10/24/75	4,024.80CR	4	4,024.80CR
163129	09/11/75	4,312.80	1	4,312.80
163531	09/18/75	348.00CR	3	348.00CR
163686	09/18/75	753.78	1	753.78
164156	09/25/75	1,437.60	1	1,437.60
164552	09/30/75	1,437.60	1	1,437.60
164553	09/30/75	1,474.00	1	1,474.00
165999	10/23/75	36.40	3	36.40

TOTAL AMOUNT	5,367.38

CURRENT	30 DAYS	OVER 30 DAYS
		5,367.38

RETURN THIS PORTION WITH REMITTANCE

CHECK INVOICE PAID	INVOICE NUMBER	OUTSTANDING AMOUNT
	161470	1,437.60
	161470	1,341.60CR
	162514	2,875.20
	162514	2,683.20CR
	163129	4,024.80CR
	163129	4,312.80
	163531	348.00CR
	163686	753.78
	164156	1,437.60
	164552	1,437.60
	164553	1,474.00
	165999	36.40

TOTAL AMOUNT	5,367.38

CODE EXPLANATION

1. NORMAL INVOICE
2. SPECIAL INVOICE
3. CREDIT MEMO
4. PAYMENT ON ACCOUNT

V 2-3 V

Files

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 12, 1976

Mr. Robert O. Butts
937 S.W. 14th Ave.
Portland, OR 97205

Dear Mr. Butts:

We have received your recent letter informing us that you are Receiver in Bankruptcy in connection with the Pacific Crushing Co., Inc., Contracts 8210, 8238 and 8279. We have contacted the contractor's surety, United Pacific Insurance Company in Tacoma, Washington, informing them of the receipt of your letter.

We should be getting a reply from the surety concerning this matter in the near future.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

226-3531

March 31, 1976

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

38

Files

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 12, 1976

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

8236

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

4 1 76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Klamath	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/8/76	D. B. Carter, Area Engr		U-000S(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-8-75	11/19/75	90/70=129 %	70 CWD
APPROVED EXTENSIONS	**LOCATION**		
10 CWD	Klamath Falls, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINK RIVER-BISBEE STREET
KLAMATH FALLS-LAKEVIEW & KLAMATH FALLS-MALIN HIGHWAY
Paving

APR 13 1976

Washington

This project provided for the paving of South Sixth Street from Bisbee Street to Klamath Avenue and the Klamath Avenue-Main Street couplet and extension from Link River to near Spring Street.

All contract work was completed on 10-8-75 at which time 90 calendar workdays had been used. The contract provided 70 calendar workdays. The contractor was granted a 10-day time extension to allow for unanticipated nonstandard manhole adjustment work, and so, the contractor was charged with 10 days liquidated damages.

The final project cost including engineering was approximately $299,200 or 26 percent under the original project authorization of $407,191. The project underrun resulted when less subexcavation and patching and AC surfacing were required to complete the work than had been estimated.

All participating work on the project has been completed.

The project has been striped.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original signed by G. K. Hossner	
TITLE D. B. Carter, Area Engineer	DATE 4/8/76	TITLE G. K. Hossner, District Engineer	DATE 4/13/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

COPY 8238

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel

1-6 | 7-8 | 9-12 | 13-15 | 16-18 | 19-22 | 23-24 | 25-27 | 28-30 | 31-33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Klamath	U-000S(1)	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
		CONSTRUCTION TYPE CODES		6201	
	20	FINAL CONSTRUCTION COST	DOL.	265,625	
	21	LENGTH OF PROJECT	MILES	3.19	

DATE STARTED: July 28, 1975

DATE COMPLETED: October 8, 1975

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 3,948	GROSS EARNINGS: 32,807	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	142,645	
	9	PETROLEUM PRODUCTS	GAL.	8,768	
	1	CEMENT	BBL.	472	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	2,189	
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	22	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	6,930	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48-52 | 53-61 | 62-70

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in [illegible]iection with Items 17, 18, 19, 23 and 24 should not b[illegible]ported unless difficulties are encountered in segregating such quantities from total quantit[illegible]

GPO 937-978

8238

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTERC ICE MEMO

TO: Dick Hacek
Finance Branch

DATE: April 6, 1976

FROM: C. W. Head
Commission Services

SUBJECT:

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remmittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

NOTED
C. W. HEAD

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

226-3531

(26-416)

March 31, 1976

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8238

Files

March 29, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

ED C
3-29-76

Attention: Mr. Robert L. Miller
Bond Claim Department

Gentlemen:

KLAMATH PAVING COMPANY CONTRACTS

Contract No. 8279
Modoc Point (Units C & D) Project

Contract No. 8210
Barkley Springs-Algoma Project

Contract No. 8238
Link River-Bisbee St. Project

This is to acknowledge receipt of your letter of March 24, 1976, and attached Assignments of Klamath Paving Company. We will continue to send future payments on the above three projects to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, WA 98402.

As requested, we are returning a signed copy of the Assignment.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

bc Dick Hacek
Jack Sollis

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

March 24, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-905398
Contractor: Klamath Paving Co.
Contract: No. 8279, Modoc Point
(Unit C & D) Project

United Pacific Bond U-895910
Contractor: Klamath Paving Co.
Contract: No. 8210-Barkley Springs-
Algona Project

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Contract: No. 8238, Paving Link River-
Bisby Street, Klamath Falls, Oregon

Reference our prior correspondence and telephone discussions regarding projects bonded by United Pacific for Klamath Paving Co., we now enclose a copy of the "Assignment" relating to contract funds due or to become due Klamath Paving Co. on the above three bonded projects. We shall appreciate your cooperation with respect to remitting such contract funds due or to become due on these projects to United Pacific as surety on the bond.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
Enc.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Contract #8238, Paving, Link River
Bisbee Street Project

We hereby irrevocably acknowledge and direct the State of Oregon, Department of Transportation, to remit and forward any and all contract funds, including retained funds, due or to become due Klamath Paving Company on the above contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

Performance Bonds on these projects. Prompt remittance of contract proceeds to United Pacific will be appreciated.

Very truly yours,

PACIFIC CRUSHING, INC. dba
Klamath Paving Co.

By Arthur D. Woods
Chm. of Board

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, Pacific Crushing, Inc., an Oregon Corporation dba Klamath Co. Paving, P.O. Box 1180, Klamath Falls, Or. 97601 hereinafter called Assignor, hereby assigns, transfers and sets over to the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract:

Contract #8238 with State of Oregon, Department of Transportation, Highway Division, dated for work on Link River-Bisbee Street Section of Klamath Falls Lakeview and Klamath Falls Malin Highways

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18 day of March, 1976.

Pacific Crushing, Inc. dba
Klamath Paving Co.

By _____

_____

SWORN AND SUBSCRIBED TO before me this _____ day of March 1976.

_____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires _____

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Mills

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

due under the following described contract:

Contract #8238 with State of Oregon, Department of Transportation, Highway Division, dated for work on Link River-Bisbee Street Section of Klamath Falls Lakeview and Klamath Falls Malin Highways

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18 day of March, 1976.

Pacific Crushing, Inc. dba
Klamath Paving Co.

By _____

SWORN AND SUBSCRIBED TO before me this _____ day of March 1976.

_____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires _____

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Mille

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

March 26 1976

C. N. Head

By _____

C-192 1-67

6238

March 19, 1976

Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

ACCEPTED BY BOARD
3-19-76

Gentlemen:

This is in reply to your letter of March 18, 1976, concerning your Contract No. 6238, Link River-Bisbee Street Section in Klamath County.

As requested and having received Mr. Robert Miller's approval (United Pacific Insurance Company), we will mail any funds that may become due on this contract to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Robert L. Miller

F. B. Klaboe
Jack Sollis
John Bond
Dick Hacek

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

March 18, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Contract #8238, Paving, Link River
Bisbee Street Project

We hereby irrevocably acknowledge and direct the State of Oregon, Department of Transportation, to remit and forward any and all contract funds, including retained funds, due or to become due Klamath Paving Company on the above contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

Performance Bonds on these projects. Prompt remittance of contract proceeds to United Pacific will be appreciated.

Very truly yours,

PACIFIC CRUSHING, INC. dba
Klamath Paving Co.

By Arthur D. Wright
Chm. / Board.

Approved this date by
United Pacific Insurance Company
Robert L Miller

RECEIVED
MAR 18 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8238

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 5, 1976

FILE:CON 5

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Alleged Delinguent Payments
Klamath Paving Company
Contracts 8210, 8238, & 8279

Attached is information received by E. J. Dunn from Operating Engineers Trust Funds alleging moneys due for fringe benefits for the period September, 1975, through December, 1975.

Until this matter is cleared up satisfactorily, no reduction in retainage on subject contracts should be made. I previously approved reducing retainage on Contract No. 8210 (Barkley Springs-Algoma). I am now rescinding that approval.

RAS:mr

enclosures

cc: E. J. Dunn

R. Church

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 8 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

3-8-75
(8210)
$5,000 being held due to labor compliance.
Bond plans to hold $2,500 additional for claimed unpaid fringe benefits.
WL

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Klamath Paving Company
PO Box 1180
Klamath Falls, OR 97601

ATT: Arnie M. McDowell

Attached information has been received by this office.

Standard Specifications Section 107.28 in part says"------ the Commission may pay such claim ---------- and charge the amount thereof against funds due or to become due said contractor by reason of the contract."

Please advise as soon as possible your intentions regarding this matter.

Robert A. Sandmann
Regional Construction Engineer

RAS:mr

enclosure

cc: E. J. Dunn
C. T. Keasey

Form 81-934 5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls, Oregon

March 2, 1976

FILE:

FROM: E. J. Dunn
Resident Engineer

SUBJECT: Klamath Paving Co.

TO: R. A. Sandmann
Ass't Regional Engineer

Attached for your information and processing is a bill from the Operating Engineers against Klamath Paving Co.

Apparently they have not been paying their Employee's Benefits.

The period in question is between September and December 1975. During this period the contractor was working on three State Projects within this area. These projects being:

Link River-Bisbee St. Contract 8238
Barkley Springs-Algoma Contract 8210
Modoc Point (Units C & D) Contract 8279

RE RME RSS FAE
RTE RECEIVED ENV
RUE MAR 3 1976 RDE
RSO REGION 4 RBE
ASSIGNED_____

I.U.O.E. Local 701 — AGC Oregon Columbia Chapter

OPERATING ENGINEERS TRUST FUNDS

1529 S.W. 12TH AVE. • LEVEL ONE • PORTLAND, OREGON 97201 • (503) 223-3185
MAILING ADDRESS P.O. BOX 4668 • PORTLAND, OREGON 97208

March 1, 1976

AGC AND INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

AGC AND INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
PENSION TRUST FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LOYD BABLER, JR.
WILLIAM D. ROBERTSON

INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701—EMPLOYERS
VACATION FUND
Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK
Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LOYD BABLER, JR.
WILLIAM D. ROBERTSON

Mr. E. J. Dunn, Resident Engineer
Oregon State Highway Department
2557 Almont Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company

Dear Mr. Dunn:

As per our conversation concerning Klamath Paving Company, enclosed herewith is a breakdown of their hours reported but unfunded.

These hours together with interest and surcharge total $11,963.91 owing Local 701 for fringe benefits due these employees for the period of time of September, 1975 through December, 1975.

Hoping that this can be of assistance to you and should you need any further information, please do not hesitate to contact our office.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Al Booth

Alfred R. Booth
Delinquency Coordinator

ARB:daf
Encls.

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - G & L MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level On , Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO Box 1180
K. Falls 97601

71379	2-16-76
Empl. Number	Assessment Dat

SURCHARGE AND INTEREST PAYMENTS

As you have failed to comply with the reporting and remittance provisions established by the Trustees of the AGC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed as of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUN

58 days late as of 2-16-76 1508172

Month of Delinquency	Date Report Due	Date Report Rec'd
11-75	12-20-75	

unfunded

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLAR DUE
H & W	406.88	0	0	0
Pension	542.50	27.13	.26	27.39
Training	27.13	25.00	.43	25.43
Vacation	271.25	13.56	.13	13.69
CIAF	16.28	0	0	0
TOTAL	1,264.04	65.69	.82	66.51

27 days late as of 2-16-76

Month of Delinquency	Date Report Due	Date Report Rec'd
12-75	1-20-76	

unfunded

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
H & W	30.38	0	0	0
Pension	40.50	0	0	0
Training	2.03	25.00	.01	25.01
Vacation	20.25	0	0	0
CIAF	1.22	0	0	0
TOTAL	94.38	25.00	.01	25.01

Month of Delinquency	Date Report Due	Date Report Rec'd

Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
H & W				
Pension				
Training				
Vacation				
CIAF				
TOTAL				

INSTRUCTIONS:

- Please return the first two copies with your remittance to:
  Operating Engineers Trust Funds
  1529 SW 12th, Level One
  Portland, OR 97201
- Retain the last copy for your files.

AUTHORIZED SIGNATURE _____

DATE _____

TOTAL S & I AMOUNT DUE	91.52
ADJUSTMENTS	
TOTAL AMOUNT PAID	

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - G & R MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level One, Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO Box 1180
K. Falls Or. 97601

71399	1-30-76
Empl. Number	Assessment Date

SURCHARGE AND INTEREST PAYMENTS

s you have failed to comply with the reporting and remittance provisions established by the rustees of the AGC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed s of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUNDS.

102 days

onth of linquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
2-75	10-20-75	11-26-75	H & W	1,992.38	—	—	—
			Pension	2,656.50	132.83	44.92	177.25
			Training	132.83	2.50	3.70	28.70
			Vacation	1,328.25	66.41	22.21	88.62
			CIAF	29.70	—	—	—
			TOTAL	6,139.66	221.24	70.33	294.57

Unfunded

71 days

th of linquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
0-75	11-20-75	11-26-75	H & W	1,239.38	—	—	—
			Pension	1,652.50	82.63	19.24	101.87
			Training	82.63	2.50	1.60	26.60
			Vacation	826.25	41.31	9.62	50.93
			CIAF	49.58	—	—	—
			TOTAL	3,850.34	148.94	30.46	179.40

Unfunded

nth of inquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
			H & W				
			Pension				
			Training				
			Vacation				
			CIAF				
			TOTAL				

TRUCTIONS:

Please return the first two copies with your remittance to:
Operating Engineers Trust Funds
1529 SW 12th, Level One
Portland, OR 97201
Retain the last copy for your files.

TOTAL S & I AMOUNT DUE	47397
ADJUSTMENTS	
TOTAL AMOUNT PAID	

ORIZED SIGNATURE _____

ADMINISTERED BY G & B MANAGEMENT SERVICE, INC.
1529 S.W. 12TH LEVEL ONE - PORTLAND, OREGON 97201
TELEPHONE (503) 223-3181

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

71399	12/75	01/20/76
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

EMPLOYER AFFILIATION CODE: IUVYC

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE PLAIRATE
486	40	9080	ALFORD	WH		40.5			

RECEIVED
FEB 16 1976
O.E.T. BY

UNFUNDED

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

OPERATING ENGINEERS TRUST FNDS
1529 S. W. 12TH AVE LEVEL ONE
PORTLAND, OREGON 97201
(Zip Code is a must)

PLEASE FOLLOW THESE INSTRUCTIONS

COMPLETE THE REPORT IN TRIPLICATE EITHER BY PRINTING OR TYPING
SOCIAL SECURITY NUMBERS MUST BE ACCURATE
COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE CURRENT TO MONTHS END AND SHALL INCLUDE THE PAYROLL PERIOD ENDING NEAREST TO THE LAST OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
REMITS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
USE THIS AREA TO CORRECT INFORMATION ON THE ABOVE PREPRINTED EMPLOYER OR EMPLOYEES INFORMATION. LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

1/16/76
AUTHORIZED SIGNATURE — DATE

BY EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF

AGC - OPERATING ENGINEERS
LABOR AGREEMENT

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE PLAIRATE	39.32				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	40.5			30.38
PENSION	1.00	"			40.50
TRAINING	.05	"	PLUS	45.58	2.03
VACATION	.50	"			20.25
CIAF	.03	"	LESS	6.27	1.22
	12/75 REPORT NOT RECEIVED AS OF				12/20/75
			MAKE CHECKS PAYABLE TO:	TOTAL $ PAID ◊	94.38
			OPERATING ENGINEERS TRUST FUNDS		

CHECK IF YOU WANT: [X] EMPLOYEES PREPRINTED [ ] NO EMPLOYEES PRINTED

ADMINISTERED BY G & U MANAGEMENT SERV[illegible] INC.
1529 S.W. [illegible] H LEVEL DR. - PORTLAND [illegible]EGON 97201
TELEPHONE (503) 223-31[illegible]

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

71399	11/75	12/20/7[illegible]
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORT DUE

EMPLOYER AFFILIATION CODE: UUVS

PAGE [illegible]

SOCIAL SECURITY NUMBER	EMPLOYEE'S NAME AND INITIALS (LAST, FIRST, MIDDLE)		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIAT FLATRA[illegible]
486 40 9080	ALFORD	W H	40		97601	
543 05 4939	SUICK	M K	70.5		97601	
451 32 4563	CAMPBELL	R B	48.5		97601	
525 16 3497	LARA	G A	15		97601	
325 24 1685	LIPE	H C	115.5		97601	
519 32 3500	HAWK	F C	90		97601	
399 01 8716	TREAT	B D	50		97601	
541 38 3624	VAUGHN	O E	49		97601	
544 24 0216	WONSER	A L	64		97720	

RECEIVED
FEB 16 1976
O.E.T. BY

UNFUNDED

PLEASE RETURN THE FIRST 3 COPIES WITH YOUR REMITTANCE TO:

OET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208

PLEASE FOLLOW THESE INSTRUCTIONS

COMPLETE THE ABOVE INFORMATION BY TYPEWRITER OR PRINTING OR STAMP
SOCIAL SECURITY NUMBER MUST BE ACCURATE
IF NO CHARGEABLE HOURS INCLUDE ALL PAID TIME INCLUDING SICK AND VACATION HOURS THIS REPORT IS TO BE COMPLETED PROMPTLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE END OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
REPORTS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
USE ONE LINE FOR EACH EMPLOYEE. IF MORE THAN ONE OF THE SAME CLASSIFICATION IS EMPLOYED ON THE JOB, LIST THE ONE WHOSE SOCIAL SECURITY NUMBER COMES FIRST ALPHABETICALLY AND ENTER THE COMBINED INFORMATION ASKED FOR IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

12/12/75
AUTHORIZED SIGNATURE — DATE

AS EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE THE TERMS AND CONDITIONS OF

THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	20.32				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	542.5			406.88
PENSION	1.00	"			542.50
TRAINING	.05	"	PLUS	45.58	27.13
VACATION	.50	"			271.25
CIAF	.03	"	LESS	6.87	16.28
	10/75 REPORT NOT RECEIVED AS OF				1/20/75
			TOTAL $ PAID ▷		1264.04

CHECK IF YOU WANT:
[ ] EMPLOYEES PREPRINTED
[X] NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

1529 S.W. [illegible] LEVEL DR., PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71399	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

EMPLOYER AFFILIATION CODE: HVYS

PAGE 1

SOCIAL SECURITY NUMBER	EMPLOYEE NAME AND INITIALS (LAST, FIRST, MIDDLE)			HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
56 43 5086	ALFORD	W H		153		97601	
35 36 3525	BOGGS	J W	(DELETE)				
43 65 4939	BUICK	M K		208.5		97601	
51 32 4563	CAMPBELL	R B		148		97601	
41 24 6454	CHRISTIANSON	M R	(DELETE)				
40 28 3792	COOPER	S R	(DELETE)				
42 12 8808	DREXLER	W		100.5		97601	
75 16 9280	KLIEWER	M		120.5		97601	
25 24 1685	LIPE	H C		167.5		97601	
55 09 8279	OSTERBERG	L	(DELETE)				
99 01 8716	TREAT	B D		154.5		97601	
41 35 3624	VAUGHN	C E		155.5		97601	
44 62 7003	WATKINS	L R	(DELETE)				
44 24 6216	JONSER	A L		50		97673	
81 56 2094	ANTHONY	L E		18		87601	
42 35 3918	COATS	M F		9.5		97601	
44 46 6637	GRIFFIN	W E		9.5		97601	
40 40 6314	REED	J D		6		97601	
44 24 7249	FAUGHT	R N		152.5		97601	
19 32 3500	HAWK	F C		112.5		97601	
41 46 5091	WEIMER	J A		6		97601	
31 30 5309	WOODERSON	M L		24		97601	
35 16 3497	LARA	G A		19.5		97601	
41 18 2023	SEUTTER	F E		32		97601	

KEEP RETURN THE FIRST 3 COPIES WITH YOUR REMITTANCE TO:

ET--C/O BANK OF CALIFORNIA
. O. BOX 3121 (TRUST DEPT)
ORTLAND, OREGON 97208
LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

[illegible]

11/17/75
AUTHORIZED SIGNATURE DATE

[illegible] TERMS AND CONDITIONS OF [illegible] AGREED TO AND MADE A PART HEREOF.

IE OPERATING ENGINEERS
TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTHWLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58
	09/75 REPORT NOT RECEIVED AS OF				0/20/75
				TOTAL $ PAID ▷	3850.34

CHECK IF YOU WANT: ☐ EMPLOYEES PREPRINTED ☐ NG EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

NOV 26 1975

71399 10/75 TRUST

1529 S.W. [illegible] LEVEL OFF., PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71399	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

EMPLOYER AFFILIATION CODE: HVYS

PAGE 1

SOCIAL SECURITY NUMBER	EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
36 43 5080	ALFORD	W H		153		97601	
35 36 3525	BOGGS	J W	(DELETE)				
43 65 4939	BUICK	M K		208.5		97601	
51 32 4563	CAMPBELL	R B		148		97601	
41 24 5454	CHRISTIANSON	M R	(DELETE)				
40 28 3792	COOPER	S R	(DELETE)				
42 12 8808	DREXLER	W		100.5		97601	
75 16 9280	KLIEWER	M		120.5		97601	
25 24 1685	LIPE	H C		167.5		97601	
55 09 3279	OSTERBERG	L	(DELETE)				
99 01 8716	TREAT	B D		154.5		97601	
41 35 3624	VAUGHN	C E		155.5		97601	
44 62 7003	WATKINS	L R	(DELETE)				
44 24 0216	WONSER	A L		50		97673	
61 56 2094	ANTHONY	L E		18		87601	
42 36 3918	COATS	M F		9.5		97601	
44 46 6637	GRIFFIN	W E		9.5		97601	
40 40 6314	REED	J D		6		97601	
44 24 7240	FAUGHT	R N		152.5		97601	
19 32 3500	HAWK	F C		112.5		97601	
41 46 5091	VEIMER	J A		6		97601	
31 30 5389	WOODERSON	M L		24		97601	
25 16 3497	LARA	G A		19.5		97601	
41 18 2023	SEUTTER	F E		32		97601	

NOV 26 '75

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O. BOX 3121 (TRUST DEPT)
ORTLAND, OREGON 97208
LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

[illegible]

11/17/75
DATE

[illegible] TERMS AND CONDITIONS [illegible]

IE OPERATING ENGINEERS
TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OV. P/MONY ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58
	10/75 REPORT NOT RECEIVED AS OF				10/20/75
				TOTAL $ PAID ▷	3850.34

☐ CHECK IF YOU WANT: EMPLOYEES PREPRINTED / NG EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

71399 10/75 TRUST

ADMINISTERED BY O P E R A T I N G E N G I N E E R S
1529 S.W. [redacted] H LEVEL ONE - PORTLAND, OREGON 97201
TELEPHONE (503) 223-31[redacted]

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71399	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

EMPLOYER AFFILIATION CODE: IIVYS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486	43	9080	ALFORD	W H		158		97601	
235	36	6923	BOGGS	J W	(DELETE)				
543	65	4939	BUICK	M K		208.5		97601	
451	32	4563	CAMPBELL	R B		148		97601	
541	24	6454	CHRISTIANSON	M R	(DELETE)				
540	28	3792	COOPER	S R	(DELETE)				
542	12	8808	DREXLER	W		100.5		97601	
476	16	9280	KLIEWER	M		120.5		97601	
325	24	1685	LIPE	H C		167.5		97601	
395	09	8279	OSTERBERG	L	(DELETE)				
399	01	8716	TREAT	B D		154.5		97601	
541	38	3624	VAUGHN	C E		155.5		97601	
544	62	7003	WATKINS	L R	(DELETE)				
544	24	0216	WONSER	A L		50		97673	
541	56	2094	ANTHONY	L E		18		87601	
542	36	3918	COATS	M F		9.5		97601	
544	46	6637	GRIFFIN	W E		9.5		97601	
540	40	6314	REED	J D		6		97601	
544	24	7240	FAUGHT	R N		152.5		97601	
519	32	3500	HAWK	F C		112.5		97601	
541	46	5091	WEIMER	J A		6		97601	
531	30	5309	WOODERSON	M L		24		97601	
525	16	3497	LARA	G A		19.5		97601	
541	18	2023	SEUTTER	F E		32		97601	

RECEIVED NOV 26 19[illegible]

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:
DET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208
THE LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

- COMPLETE THE REPORT IN TRIPLICATE USING INK PRINTING OR TYPING
- SOCIAL SECURITY NUMBERS ARE NOT TO BE REQUIRED
- COMPENSABLE HOURS INCLUDE ALL PAIDS NO DEDUCTION. ANY OVERTIME HOURS THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE LAST DAY OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
- REPORTS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
- NOTE: TO ADD OR CORRECT AN INFORMATION TO THE ANY PREVIOUSLY REPORTED EMPLOYEE OR EMPLOYEE INFORMATION, CUT OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION IN THE SPACE PROVIDED
- [illegible] ADDITIONAL INSTRUCTIONS

[signature] 11/17/75
AUTHORIZED SIGNATURE DATE

BY THE EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS CONTAINED IN THE AGREEMENT AND DECLARATION OF TRUST ESTABLISHING THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58
	03/75 REPORT NOT RECEIVED AS OF				0/20/75
			MAKE CHECKS PAYABLE TO:	TOTAL $ PAID ▷	3350.34

☐ CHECK IF YOU WANT: EMPLOYEES PREPRINTED ☐ NG EMPLOYEES PRINTED

OPERATING ENGINEERS TRUST FUNDS

TRUST

1529 S.W. [illegible] LEVEL OF - PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

71399	09/75	10/20/
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE

EMPLOYER AFFILIATION CODE: [illegible]VS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	PAGE ASSOCIA ELATRA
486	40	9080	ALFORD	W H		171		97601	
541	58	2094	ANTHONY	L E		232.5		97601	
235	36	6923	BOGGS	J W	(DELETE)				
543	05	4939	BUICK	M K		185		97601	
451	32	4563	CAMPBELL	R B		198.5		97601	
541	24	6454	CHRISTIANSON	M R	(DELETE)				
540	28	3792	COOPER	S R	(DELETE)				
542	12	8803	DREXLER	W		216		97601	
537	18	0939	FENTON	B M	(DELETE)				
541	58	5857	HEDRICK	D E	(DELETE)				
543	66	0381	KARKIAINEN	E	(DELETE)				
325	24	1685	LIPE	H C		117.5		97601	
395	09	8279	OSTERBERG	L	(DELETE)				
599	01	8716	TREAT	B D		224.5		97601	
541	38	3624	VAUGHN	O E		232		97601	
544	62	7003	WATKINS	L R	(DELETE)				
544	24	0216	WONSER	A L					
542	36	3918	COATS	M F		147		97601	
544	16	6637	GRIFFIN	W E		149.5		97601	
544	24	7240	FAUGHT	R N		145.5		97601	
519	32	3500	HAWK	F C		16		97601	
576	16	0280	KLIEVER	M		214		97601	
540	40	6314	REED	J D		125.5		97601	
541	16	5091	WEIMER	J A		127		97601	

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

ATT--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208

PLEASE FOLLOW THESE INSTRUCTIONS

[illegible]

[signature] 10/24/75
AUTHORIZED SIGNATURE DATE

BY SIGNING IN MANUAL THESE SUBMITTED AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF [illegible]

E OPERATING ENGINEERS TRUST FUNDS

KLAMATH PAVING CO

FUND	RATE/EMPL.	NUMBER
ASSOCIATE		
ELATRATE	82.25	
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.
H&W&L	.75	2656.5
PENSION	1.00	"
TRAINING	.05	"
VACATION	.50	"
CIAF	.03	"

$ DUE FOR THIS RPT. | OVER/SHORT ADJ. | NET $ PAID

		-
		1992.38
		2656.50
PLUS	45.58	132.83
		1328.25
LESS	6.87	79.70

09/75 REPORT NOT RECEIVED AS OF 09/20/75

CHECK IF YOU WANT: ☐ EMPLOYEES PREPRINTED ☐ NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷ 6189.66

KLAMATH PAVING CO

NOV 26 197[illegible]

1529 S.W. [illegible] LEVEL II - PORTLAND, OREGON 97201
TELEPHONE (503) 223-3195

KLAMATH PAVING CO.

71399	9-75	
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

PLOYER AFFILIATION CODE:

SOCIAL SECURITY NUMBER	EMPLOYEE NAME AND INITIALS (LAST, FIRST, MIDDLE)		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
531 30 5389	WOODERSON, M.L.		155.0			

PLEASE RETURN THE FIRST 3 COPIES WITH YOUR REMITTANCE TO:

DET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208
LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

EXAMPLE OF THE REPORT ON WHICH ALL ITEMS MUST BE PRINTING OR TYPING
SOCIAL SECURITY NUMBER MUST BE ACCURATE
COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY GUARANTEE HOURS THIS REPORT IS TO BE CLEARLY AND BRIEFLY AND SHALL INCLUDE THE PERIOD ENDING NEAREST TO THE LAST DAY OF THE MONTH IF YOU HAD NO EMPLOYEE WORK PLEASE WRITE IN THE WORDS NO STATE AND RETURN THE REPORT
REPORTS MUST BE COMPLETE IN THE RECOMMENDATIONS OUTLINED BY THE BOARD OF TRUSTEES
WITHIN FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
USE THIS AREA TO ENTER INFORMATION TO BE SHOWN ON THE CHECK ISSUED EMPLOYEE OR EMPLOYEE INFORMATION, LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

AUTHORIZED SIGNATURE | DATE

EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE THE TERMS AND CONDITIONS OF
THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD			
HLTHSWLF	.75				
PENSION	1.00				
TRAINING	.05				
VACATION	.50				
CIAF	.03				

☐ CHECK IF YOU WANT:
EMPLOYEES PREPRINTED
NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷

TRUST

8238

December 22, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $1,000 will be made to Klamath Paving Company, % First National Bank of Oregon, Klamath Falls Branch, P.O. Box 608, Klamath Falls, OR 97601, on Contract No. 8238 for work on the Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $264,603.26 including the post-final payment. Of the total $47,447.65 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

Klamath Paving Company
% First National Bank of Oregon
Klamath Falls Branch
P. O. Box 608
Klamath Falls, OR 97601

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

December 8, 1975

Klamath Paving Company
Post Office Box 1180
Klamath Falls, OR 97601

Gentlemen:

We have reviewed your request for reconsideration for time extension on Contract No. 8238 for work on the Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highway in Klamath County.

Careful consideration was given to the reasons you submitted. In light of the available facts, we have granted a 10-day extension for the unanticipated non-standard manhole adjustment work.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Dick Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project FAP U-000S(1)
Link River-Bisbee Street Section
Klamath Falls-Lakeview & Klamath Falls-Malin Highways
Contract No. 8238
Request for Time Extension

DATE: December 5, 1975

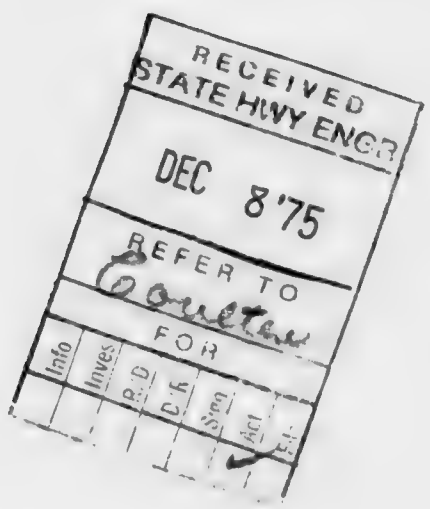
In reply refer to: 1041DB.4

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

With reference to Mr. H. S. Coulter's December 3 letter we concur in a 10-day time extension for the unanticipated nonstandard manhole adjustment work which was encountered during the project.

G. K. Hansen
for G. L. Green



RECEIVED
DEC 8 1975
Office of
Assistant State Highway Engineer
By

H. S. Hunter
C. T. Keasey

Robert Church
Dick Hacek

8238

December 3, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Link River-Bisbee Street
Contract No. 8238
Request for Time Extension
FAP No. U-0008(1)

Klamath Paving Company's first request for a complete time extension was denied. The contractor's late start and slowness in completing manhole adjustment work after the paving was completed were cited. The contractor then submitted the attached October 30 letter which provides more information and requests reconsideration of time extension.

This brings out some new information about the manhole adjustment work and the Resident Engineer now confirms that some unforeseen differences in the existing manholes did cause some extra work for the contractor. This was all done on liquidated damage time. The major paving was completed September 5. The 70 days contract time allowed expired September 18. The adjustment of some 83 manholes and 3 boxes was bid item work which took until October 8, accruing 20 days liquidated damages.

We now ask your concurrence in 10 days extension for the unanticipated non-standard manhole adjustment work.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js
Attachment
bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 1, 1975

FILE: CON 5 #8238

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Link River-Bisbee Street
Contract No. 8238
Request for Time Extension

Under date of October 13, Klamath Paving Company's request for a complete time extension was denied. The contractor's late start and slowness in completing manhole adjustment work after the paving was completed were cited. The contractor then submitted the attached October 30 letter which provides more information and requests re-consideration of time extension.

I don't believe this letter really explains the late start nor why the change of part of the paving to force account preparation work really needed to take any more time. There is some new information from the contractor about the manhole adjustment work and the Resident Engineer now confirms that some unforeseen differences in the existing manholes did cause some extra work for the contractor. This was all done on liquidated damage time. The Resident and Region now recommend granting extension for about half of the liquidated damage time. There are 20 days and we would concur in the recommendation to grant a 10 day extension for the manhole adjustment work.

This was an urban federal-aid project so this will have to go to FHWA. Rough draft letters are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
DEC 3 1975
Office of
Assistant State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

November 14, 1975

FILE: CON 5
8238

FROM: Robert C. Pool
Regional Maintenance Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Link River-Bisbee Street
Contract No. 8238

Attached is a letter from Resident Engineer E. J. Dunn, which provides a discussion of the various items in Klamath Paving Company's letter of October 30, which requested the reconsideration of their request for time extension.

I am in substantial agreement with the items as discussed in E.J's letter. The only item brought out in Klamath Paving's letter which was not considered in our last review of this matter was the problems they had in adjusting the manholes. The majority of the manholes were non-standard, hence standard adjustment rings could not be utilized. This fact was not known to the contractor or Resident Engineer at the time the manhole rings were ordered. Although the contractor still has responsibility for ordering the correct materials, I believe there is some room for mitigation, since adjusting the manholes turned out to be a very time consuming item which was not anticipated by anyone.

The contractor could have accomplished this work in half the time by starting earlier or by putting on another crew. Therefore, I concur with E.J's recommendation that liquidated damages be reduced to ten days.

RCP:pw
Enclosure

Routing

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — NOV 17 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

Form 81.714.1039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

DATE Klamath Falls, Oregon November 7, 1975

RTE RECEIVED ENT

RUE NOV 12 1975 SUBJECT: Link River-Bisbee St.
Contract No. 8238
Klamath County
TIME REQUEST

RSO REGION 4 RBE

ASSIGNED

FROM: E. J. Dunn
Resident Engineer

TO: C. M. Williams
Regional Engineer

Attention: R. C. Pool, Ass't Regional Engineer

On October 30, 1975 Arnie McDowell of Klamath Paving Co. submitted a letter directly to the Department of Transportation in regard to their denial of his request for a time extension.

I will respond to your teletype dated November 3rd, with recommendations in reference to Mr. McDowell's letter by the numerical paragraphs I have shown on the attached letter.

Prior to starting any explanations it should be noted the contractors original request was submitted from this office on September 10, 1975 and indicated a very nil approach in requesting additional time as there were not any specifics listed.

In response to Mr. McDowell's letter of October 30th, I will start with the paragraph listed as No. 2. He states that they failed to be more specific, as the project changes were so drastic he felt that any Highway Department member directly involved with the project would already be aware of the changes and that the Resident should of added something in the way of an explanation. This office, Region Office and Mr. McDowell's Office were all aware prior to the bidding date, that the original 7,500 tons of "C" Mix established for patching was an ambiguous figure. In fact this matter was discussed with Mr. McDowell prior to his submitting a bid. To be more specific the contractor should

section 102.5 of the Standard Specifications which in essence absolves the State, its Officers, etc. will not be responsible for any loss or for any unanticipated costs that may be suffered by the contractor in the event the contractor fails to fully inform himself in regard to all conditions relating to the work. Also section 105.04, last paragraph, some what defines this.

In paragraphs 4, 5 & 6 Mr. McDowell states the 1" of patching was thoroughly discussed and the Resident Engineer decided that only a small portion of the "C" mix was required. The rest could be eliminated and Equipment Rental substituted in its place. This is partially true. The item was discussed as mentioned. It was openly discussed prior to the bidding (no decision made) and again after the awarding of the contract (no decision made) and it was discussed again prior to the contractor starting actual work. The parties present at these discussions were Mr. McDowell, R. C. Pool and myself. It was decided by all concerned, not just the Resident, that the 7,500 tons of "C" Mix patching could not be utilized to an advantage on the contract as our problem consisted of fat spots in the asphalt and patching pot holes, caused by normal maintenance operations in Winter and Summer months. It was not known at this time the monetary amount or the type of equipment that could best be utilized to cure the slick or fat areas. It was mutually agreed to eliminate 5,500 tons of the Class "C" Mix, B.I. No. 5 and 380 Tons of liquid Asphalt from B.I. No. 7 for a total monetary value of $84,450.00 This reduction was done by Price Agreement No. 1 and it should be noted this was only a guess or rough estimate at this time. To implement the equipment rental work Extra Work Order No. 2 was initiated in the same amount, $84,450.00. Also in paragraph 6 Mr. McDowell mentions it was agreed at this time that if there was any money left from the above mentioned transaction, we would extend the project limits. This is in error. There was no mention of extending the project at this time, primarily because we were not sure of our monetary status, as work had not commenced on the project. The prior mentioned P.A. & E.W.O. were dated 7/24/75 and work started 7/28/75. Regarding extending the project, it appeared after preparing the Sept. 5, 1975 Monthly Estimate that we would have approximately $60,000 in excess funds in the Contract Items. At this time I submitted a letter to Region

Office indicating the surplus and requesting permission to extend The project to include 5th Street downtown and South 6th Street from Altamont Drive to Summers Lane. This request was processed thru channels and later denied. A copy of my letter is attached. A second request was submitted later and also denied.

Paragraph 7: This paragraph is true but as most of the "C" Mix had been eliminated and work was progressing on E.W.O. #2, I don't see where this statement has any bearing. Placing of the modified mix could of started immediately (one day) after work on E.W.O. #2 commenced providing they had the necessary materials on hand. They were not able to start however, because they did not have any Modified "C" materials on hand, let alone a Mix Design. This was because their crushing plant was in Bly, Oregon producing materials for private work. This latter statement refers to paragraph 8. Crushing of the Modified "C" Mix materials was started on August 4th and a mix design was received near August 12th via Phone. Placing of the Modified "C" Mix started August 14th.

Paragraph No. 9: This paragraph is pretty much as written but this is one area where both the contractor and this office made an error. The depth of the adjustment rings of 1½" was satisfactory but where both parties failed, was in determining the diameter of the manholes beneath the lids. When the lids were lifted, we found everything from the old brick and mortar type to the present standard units. This did cause extra work for the contractor.

Paragraph No. 10: Correct as written.

Paragraph No. 11: It is true the manhole crew worked every day but it should be noted this crew consisted mainly of only three men most of the time. Sometimes there were more but generally not. Secondly there wasn't any reason the contractor couldn't have put on more personnel. Face value: One more crew one-half the time. Some of the other private utility firms did work in this manner, running two crews.

Paragraph No. 12: This has no bearing on the time request.

Paragraph No. 13: The contractor is trying to lay some ground work by stating our Central Lab was swamped with requests for mix designs and this had some bearing on this project. Actually our Central Lab did an excellent job in turning out a workable mix design for this project. Their crushing unit started the 4th of August and samples were immediately sent to the lab for the mix design The Salem Lab received the materials on the 5th of August and in turn phoned a mix design back on August 12th. I think this was extremely fast and well within our specifications for time involved. I feel this paragraph has very little merit for the time request due to the expediency in which the mix design was completed.

Paragraph No. 14: The only comment I have on this paragraph is the Contractor is asking the question where do you get pavement burners, etc. to perform the type of work as done on E.W.O. #2. The contractor was perfectally aware of the burner we used as it was used on the Patterson St.-Malin Jct. Project of which Klamath Paving Co. was the Prime Contractor. The burner was previously used by one of their subcontractors, The Bud Stump Co. This paragraph has very little face value.

To summarize this letter of requesting the Department to reconsider there original time extension, I would like to add the following.

P.A. #1 and E.W.O. #2 have no bearing as this work did not impede operations.

There crushing unit was late in commencing operations, which did slow up the status of paving operations.

The only gray area that I can visualize in granting the contractor more time is in the adjustment of the manholes. As a majority of the manholes were sub-standard the contractor did have to perform extra work in completing the adjustments.

In the original request the contractor requested 30 additional days. He has only overran the completion date 20 days. I think a fair and suitable adjustment would be to grant the contractor 10 additional days and

the reasoning for this is as previously mentioned. They only ran a small crew on the manhole adjustments. I feel that if they had made a reasonable attempt and doubled the crew strength they could of cut the overage in half. I do not feel the contractor should be given full consideration because his crushing operations, etc. were late in starting.

E. J. Dunn

Resident Engineer

8238

KLAMATH PAVING COMPANY

P.O. BOX 1180 • KLAMATH FALLS, OREGON • 97601 • PHONE: (503) 882-6681

NOTED
H. S. COULTER

October 30, 1975

Oregon State Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Before me is your letter dated October 13th, 1975 in reply to our request for a time extension on contract #8238 in Klamath County.

In our request for this time extension, we neglected to be more specific in our reasoning due to the fact that the changes in the scope of the work which was originally called for on the plans and in the special provisions were so drastic that we felt that any member of the highway department would already be aware of the changes. Also we felt that the resident engineer would add something in the way of explanation.

Evidently, as indicated in your letter, explanation was not provided and we would like to take this opportunity to provide the following information:

The original project as bid was set up to provide a 1½" overlay of modified C-Mix and 7,500 tons of regular C-Mix. This indicates that whoever designed this job was planning on laying close to an average of 1" of regular C-Mix over the entire project as a leveling course, then apply the 1½" modified C-Mix as a wearing course.

RECEIVED
NOV 3 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 3 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

Oregon State Department of Transportation

It was suggested by the resident engineer and agreed by everyone involved that due to the already excessive crown, and limited curb exposure on traffic islands, etc. that the 1" was not really needed and in fact was not desirable since any leveling should consist of removal of high spots and creeping areas where previous lifts of asphalt had pulled.

After discussing the matter thoroughly it was decided by the resident engineer that all but a very small portion of the regular C-Mix be eliminated and that the removal of humps and slick spots be done by price agreement. It was also agreed that any money remaining from the regular class C-Mix item after the preparation was done would be added to the class C modified item and the project extended so that the original contract amount would remain the same or very close.

We had material on hand to provide the regular C-Mix on the patching. This would have taken not over ten working days to place.

We did not have material on hand to produce modified C-Mix and this had to be manufactured.

Prior to the bid date, contact was made with the resident engineer with regard to using cast iron adjusting rings to raise the some 100 manholes throughout the job. It was agreed that this procedure would be acceptable. It was also discussed and agreed that the manholes could be adjusted as the paving was done. When the adjusting rings were ordered from Valley Iron & Steel in Eugene, Mr. Herring was advised to contact the resident engineer and make sure that the sizes of the rings were determined prior to manufacture. This contact was made and the rings were ordered. Upon delivery of the rings it was discovered that they did not fit the manholes and they were not able to be used.

Oregon State Department of Transportation

Our day count on this project started on July 8, 1975. Preparatory work was started on July 28, 1975. The paving operation was begun on August 14, 1975. The paving was completed on Friday, September 5, 1975. The manhole adjustment was begun on Monday, September 8, 1975.

The manhole adjusting crew worked every day until the manholes were completed on October 8, 1975. The manholes to be adjusted as part of our contract were completed several days before those of the various utilities were completed.

The downtown portion of the paving was performed at night so as not to disturb the motoring public during normal business hours.

Due to several paving projects being awarded in a short period of time your laboratory in Salem was swamped with requests for mix designs and a mix design for contract #8238 was not received until August 12, 1975. Again I would like to call attention to the fact the paving was started two days later, on August 14, 1975.

In conclusion, we would like to mention that the engineering costs were considerably under the amount budgeted, the additional time required to adjust the manholes did not result in a serious inconvenience to the motoring public and the changes in the scope of the work caused a few scheduling problems that were not anticipated the way the project was originally set up. To be more specific, what kind and where do you get the equipment such as pavement heaters, etc. to do the job as revised.

In view of the facts outlined, we hereby request you reconsider your decision with regard to this matter.

Sincerely,

KLAMATH PAVING COMPANY

Arnie M. McDowell

Arnie M. McDowell
Secretary-Treasurer

AMMCD:jc

cc: E.J. Dunn
Carl Williams

8238

45

October 13, 1975

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8238 for work on Link River-Bisbee Street Section on the Klamath Falls-Lakeview and Klamath Falls-Malin Highway in Klamath County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied because of the late start on the project and slow progress in the last clean up work and adjustment of manholes. Much of the E.W.O. pavement repair work was concurrent with regular crushing and paving which was also significantly reduced from the original contract quantities.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Dick Hacek
Robert Church

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 5, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 100 days, within which to complete our Contract No. 8238, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

There have been no delays but the scope of the job was changed to include considerable preparatory work. The paving portion of the project will be complete, but the adjustment of manholes and minor structures will require additional time.

Respectfully submitted,
KLAMATH PAVING CO.
P. O. Box 1180
Klamath Falls, Oregon 97601
By Annie M. McDowell

CONSENT OF SURETY

Date September 5, 19 75

We, UNITED PACIFIC INSURANCE COMPANY
P. O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward, Attorney-in-fact

(SEAL)

J. W. Ward, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8230 Contractor Klamath Paving Company

Highway Klamath Falls-Lakeview & Klamath Falls-Malin

Section Link River-Biabee St.

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED.**~~ The reasons for such recommendation are as

1. Contractor did not start work until July 28, 1975. This was primarily because the contractor had other obligations.
2. The contract called for adjustment of 99 manholes and several other minor structures. At the time the paving was completed, 13 calendar workdays remained to do this and miscellaneous cleanup work. The contractor could have accelerated this work or he could have done it concurrently with the paving operation. The latter could be considered a standard practice.

Recommended for Approval:

Robert F. Bond
Regional Engineer

Robert F. Bond
for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8230
Project designation	I - 000 5 (1) State-Federal
Date awarded	June 17, 1975
Work started	July 28, 1975
Per cent completed	80 % 9/10/75 Date
No. of Calendar Workdays Allowed	70
No. of Calendar Workdays Used	62 9/10/75
No. of Added Calendar Workdays Requested	30

SP*67865-734

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 9, 1975

FILE: CON 5 #8238

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Link River-Bisbee Street
Contract No. 8238
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Klamath Paving Company has requested a 30-day extension in addition to the 70 days allowed for this project. The latest Weekly Report shows an estimated completion on October 7 at which time about 89 days would have been charged, or 19 days over with liquidated damages at $100 per day.

The contractor's reason for extension is quite brief, but cites the change in "scope of the job" to include considerable preparatory work. This refers to the significant change which was made by P.A. 1 and E.W.O. 2 before any work was done on the project. These two orders deleted an estimated 5,500 tons of AC (from the 18,700 ton bid quantity) and allocated the funds to removal and restoration of soft areas and removal of excess asphalt by burning, all as preparatory work ahead of the overlay paving. As actually performed, the AC item underran even more with 9,120 tons less than the original contract quantity. In other words, only slightly over half of the original AC tonnage was actually used.

At the time these change orders were submitted, it was specifically stated that no change in contract time was apparent or expected. Some pertinent dates are -

Calendar workday count started	July 8
E.W.O. preparatory work started	July 28
Crushing started	August 4
Paving started	August 14
Crushing completed	September 2
Major paving completed	September 5
All paving completed	September 17
70 days allowed expired	September 18

The Resident and Region recommend against time extension because of the contractor's late start on the project and slow progress in the last clean up work and adjustment of manholes. The adjustment of manholes and boxes are bid items with a contract value of $8,425. Even though the paving was completed within the contract time, the public certainly doesn't have a finished facility to use until the manholes are adjusted. Our engineering cost is still underrunning.

RECEIVED
OCT 10 1975
Office of
Assistant State Highway Engineer

Since crushing work started a week after the force account pavement preparation work started and was completed only 3 days before the major paving was completed, it would seem that the time value of the deleted AC (and crushing) work would about offset any increased time due to the added preparatory work. I therefore concur with the field recommendations against extending the contract time. This was an urban federal-aid project. A rough draft letter to the contractor declining extension is attached.

JAB:fr

Att.

cc: Robert Church

- 8238

13

November 19, 1975

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Contract No. 8238 awarded to Klamath Paving Company for work on the Link River-Bisbee Street Section of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in Klamath County was completed on October 8, 1975, and accepted by the Administrator and State Highway Engineer on November 19, 1975.

Final payment in the amount of $10,853.43 will be mailed to Klamath Paving Company, % First National Bank of Oregon, Klamath Falls Branch, P.O. Box 608, Klamath Falls, OR 97601 after November 24, 1975. The total contract amount is $263.603.26 including $47,447.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

Klamath Paving Co.
% First National Bank of Oregon
Klamath Falls Branch
P. O. Box 608
Klamath Falls, OR 97601

8238

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Link River-Bisbee St.		WEEK ENDING: October 25, 1975
		SECTION PREFIX: 18-1027
HIGHWAY: Klamath Falls-Lakeview & Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: Link River-Bisbee St.	KIND OF WORK: Paving	
CONTRACTOR: Klamath Paving Co.	CONTRACT NUMBER: 8238	FEDERAL AID PROJECT NUMBER: U-0008(1)
DATE OF CONTRACT: June 17, 1975	DATE WORK STARTED: July 28, 1975	ESTIMATED COMPLETION DATE: October 8, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work / 70	WORK DAYS USED / CALENDAR DAYS USED: work / 90
PROJECT AUTHORIZATION: $ 407,191.18	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 129
EXCLUSIVE OF ENGINEERING: $ 374,902.89	ENGINEERING AUTHORIZATION: $ 32,288.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 266,240.00	Exp. this week: 875.00	
	ENGINEERING COST TO DATE: $ 26,930.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 72
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 29 %	PERCENT OF AUTHORIZATION: 83 %	DATE PROJECT WAS COMPLETED: October 8, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.86
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					18700T-1270T
TOTAL QUANTITIES CORRECTED TO DATE					9580T-646T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9580T-646T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CALENDAR WORKDAYS — CAUSE OF DELAY
SUNDAY	Scattered Clouds-Mild			
MONDAY	Partly Cloudy-Mild			
TUESDAY	Cloudy-Wind-Cool With Rain in P.M.			
WEDNESDAY	Cloudy-Wind-Cold & Snow Flurries			
THURSDAY	" "			
FRIDAY	Partly Cloudy-Mild			
SATURDAY	" "			

RECEIVED
NOV 7 1975
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was completed this week and submitted to the Region Office.

This is the last weekly report for the project.

cc: Const. (3)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8238

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Link River-Bisbee St. Date September 3, 19 75

Highway Klamath Falls-Lakeview & Klamath Falls-Malin F.A.P. No. U-0003 (1)

County Klamath Prefix 18-1027 Account No. 276

Description of Work To Be Done:

Mount span wire type directional signs on 12th street between Klamath Avenue & Main Street.

Location by Station Numbers:

12th Street & Klamath Avenue intersection.

Approval Recommended as of 9-11-25
DBC

Estimate of Quantities and Costs:

Equipment, Labor & Materials	$2,500.00

APPROVED EFFECTIVE DATE _____
Contingent upon modification of project agreement if additional funds required
BY D K Hoosman
TITLE Dist Engr
DATE 9/29/75
FEDERAL HIGHWAY ADMINISTRATION

Explanation: The three signs mounted on span wire will help direct traffic upon entering a two-way grid system from a one way grid system

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$407,191.18
Present estimate of project cost, including $2,500.00 for work under this order	$407,191.18
Expected under-run / over-run (amount)	$ None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: E. J. Dunn
Resident Engineer

Approval Recommended: _____
For: Construction Engineer or Bridge Engineer

Approval Recommended: _____
Regional Engineer

Approved: _____
Construction Engineer

5-21-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8238

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
)00S(1)

STATE PROJECT NO.
Link River-Bisbee St Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Klamath

ITEM NO.
U-188

PROGRAM STAGE (Check)
[ ] 1. [XX] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 21, 1975	May 21, 1975	Primary Route 4(Loop) & Secondary Route 410
		STATE ROUTE NUMBER: Primary Routes 20 and 50

GENERAL LOCATION:
US 97 Bus. Jct. US 97 E 1.2 miles
SR-140, Jct. US 97 Bus SE 2.3 miles - Klamath Falls

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
High type pavement overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Permanent Pavement Striping $ 2,000; On the Job Training 800
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's May 19, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed Title Sheet is returned herewith.

7-7-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-21-75	R. M. Avers	for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-117

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	5-16-75
BY (Signature)	
L. W. Rulien's May 12, 1975 letter	
TITLE	
Project Management Engineer	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 188 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
188	U-000S(1)	3.19	441,000	344,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
E. S. HUNTER

Location	Work
Link River-Bisbee Street Section - Klamath County State of Oregon	High type pavement overlay

RECEIVED
STATE HWY ENGR
MAY 19'75
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REMARKS (Division)

I concur that this project is a non-major action as set forth in FHPM 7-7-2 and qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

5-19-75
ORIGINAL TO L.W. Rulien

RECEIVED
MAY 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-16-75	C R Berghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-888

Encl.

R

5-16-75

2438

8238

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

May 14, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-0005(1)

We are submitting program data for one project, Item No. 188, Project No. U-0005(1), "Link River-Bisbee Street Section", which we desire to have included in the Federal Aid Urban Highway Program.

It is our intention to receive bids for this project on June 12, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We further request your concurrence that the project falls in the classification of non-major action as set forth in FHPM 7-7-2, par. 10e based on the "State Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

We request your concurrence in the removal of FAU Route 2282 from the Klamath Falls Federal Aid Urban System and reinstatement of FAS Route 410 within the Urban boundary at this time for funding purposed. This transfer has been approved by the appropriate local officials as documented in the attached correspondence.

JGtwm
Encl.

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 2, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20)

PROJECT LOCATION (45 typewriter spaces): US 97 Bus, Jct. US 97, E. 1.2 mi. (K. Falls)
SR 140, Jct. US 97 Bus, SE 2.3 mi.(K. Falls) 21 68

ADT — PRESENT: 13,600* / 21,300 — FUTURE: 20,800* / 32,800 — YEAR: 95 (66)(70)(71)(72)

REGION: 10

STATE NAME: Oregon (72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): H.T. Pavement Overlay 25 62

NATL. FOREST (63)(68) | FM ROUTE NO. (69)(80) | SUPV AGCY (80) | DA CLASSIF. 20 | DA AREA (73)(72)

EMERG. YR. (78) | PL. AUTH YR (74)(76)

PROJECT NUMBER — PREFIX LETTER(S): U- 14 23 | NUMBER: 000S 7 | SEQ (

CARD) — CLASS OF FEDERAL FUNDS: Urban

NAME OF URBAN AREA: Klamath Falls 17-31

COUNTY NAME: Klamath — CODE: 035 (14)(16)

ROUTE NO. P S — FEDERAL-AID: 4-loop & 410 (32) — STATE: 20 & 50 (36)(37) — U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-16)	(18)	41	42	43 46	53		(34)(38)	(39) (66)	(67) (76)		
3					PE		US 97 Bus, Jct. US 97, E. 1.2 mi. (K. Falls) SR 140, Jct. US 97 Bus, S.E. 2.3 mi. (K. Falls)					
3					ROW							
3					CONST (CODE) (Safety) 6201		"Link River-Bisbee St. Section"	3.19	441,000	344,800	96,200	
							PROJECT TOTALS	3.19	441,000	344,800	96,200	

(18) (23)(24) (33) REMARKS

*ADT for FAP 4-loop

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 2, 1975

PROJECT LOCATION (45 typewriter spaces)
US 97 Bus, Jct. US 97, E. 1.2 mi. (K. Falls)
SR 140, Jct. US 97 Bus, SE 2.3 mi.(K. Falls)

ADT | PRESENT: 13,600* 21,300 | FUTURE: 20,800* 32,800 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 032 | ITEM NO.: 188

PROPOSED WORK (35 typewriter): Pavement Overlay

MATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): U- | NUMBER: 000S | SEQ. NO.: (1)

I. Projects Only: POST MI. | DESIG.

FUNDS: Urban

AREA: Klamath Falls

COUNTY NAME: Klamath | CODE: 035

ROUTE NO.: P S | FEDERAL-AID: 4-loop & 410 | STATE: 20 & 50 | U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 97 Bus, Jct. US 97, E. 1.2 mi. (K. Falls) SR 140, Jct. US 97 Bus, S.E. 2.3 mi. (K. Falls)						High-type pavement overlay the existing facility & incidental items common to this type project.
ROW								
CONST (CODE) (Safety) 6201		"Link River-Bisbee St. Section"	3.19	441,000	344,800	96,200		ROW-N/A; Access control- none Parking restrictions-none
PROJECT TOTALS			3.19	441,000	344,800	96,200		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*ADT for FAP 4-loop

(over)

USCOMM DUSCOMM-DC 48308-P61

LINK RIVER-BISBEE STREET SECTION
PROJECT NO. U-000S(1)

Existing Facility: US 97 BUS (FAP 4 Loop)
Klamath Ave (E. Bd couplet)--2 lane curbed section (48' nominal) w/ bit. surf.
Main St. (W. Bd. couplet)----2 lane curbed section (56' nominal) w/ bit. surf.
Esplanade St.---4 lane curbed section (48' nominal)

SR 140 (FAS 410)
6th St. (N. Bd. Couplet)---2-lane curbed section (48' nominal) with bit. surf.
6th St. (End Couplet to O'xing SPRR)---4-lane, 58' curbed section with bit. surf.
6th St.---No work section on O'xing SPRR
6th St. (O'xing SPRR to Washburn Way)---4-lane, 64' curbed section with bit. surf.
6th St. (Washburn Way to Bisbee St.)---4-lane divided curbed section (27' nominal ea. side) w/ bit. surf.

Adjacent Facilities: US 97 BUS (FAP 4 Loop)
West End---US 97
East End---4 lane curbed section (Esplanade St.)

SR 140 (FAS 410)
North End---US 97 BUS (Main St.
South End---4 lane, 68' curbed section w/ bit. surf.

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility and incidental items common to this t

Right-of-Way: No additional required.

System Action, Railroads, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970. District 11 has no fu
clearinghouse.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patt
require a significant change in planning completed or underway.

LINK RIVER-BISBEE STREET SECTION
PROJECT NO. U-000S(1)

ity: US 97 BUS (FAP 4 Loop)
Klamath Ave (E. Bd couplet)--2 lane curbed section (48' nominal) w/ bit. surf.
Main St. (W. Bd. couplet)----2 lane curbed section (56' nominal) w/ bit. surf.
Esplanade St.---4 lane curbed section (48' nominal)

SR 140 (FAS 410)
6th St. (N. Bd. Couplet)---2-lane curbed section (48' nominal) with bit. surf.
6th St. (End Couplet to O'xing SPRR)---4-lane, 58' curbed section with bit. surf.
6th St.---No work section on O'xing SPRR
6th St. (O'xing SPRR to Washburn Way)---4-lane, 64' curbed section with bit. surf.
6th St. (Washburn Way to Bisbee St.)---4-lane divided curbed section (27' nominal ea. side) w/ bit. surf.

lities: US 97 BUS (FAP 4 Loop)
West End---US 97
East End---4 lane curbed section (Esplanade St.)

SR 140 (FAS 410)
North End---US 97 BUS (Main St.
South End---4 lane, 68' curbed section w/ bit. surf.

: The work consists of resurfacing with high-type pavement overlay the existing facility and incidental items common to this type of project

: No additional required.

m, Railroads, Water Development, Historical and Recreation Areas: None involved.

Requirements: Exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970. District 11 has no functioning
e.

portation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would
ignificant change in planning completed or underway.

(Cont'd.)

FHPM 7-7-2 Requirements: Non-major action project concurred in by the FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.
(a) Public Hearings---Not required under provisions of Par. 6c.
(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 2.
(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation wo a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduc of a vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.
(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the nu in the PS & E documents.

Data for PR 37: FAP System 42% FAS System 58%

LINK RIVER-BISBEE STREET SECTION
PROJECT NO. U-000S(1)

Requirements: Non-major action project concurred in by the FHWA February 25, 1975.

Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.
blic Hearings---Not required under provisions of Par. 6c.
cation/Design---Not a factor in the development of this project.

This project is in Congressional District No. 2.
The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.
On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

R 37: FAP System 42% FAS System 58%

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 13, 1975

A. PROJECT IDENTIFICATION

Name of Project Link River-Bisbee U-0005(1)
(Section)

Location of Project Klamath Falls-Lakeview & Klamath Falls-Malin
(Highway Name) (Highway No., US - ORE)

Klamath Falls (City) | Klamath (County) | IV (Region)

Program FAU (Funding) | $500,000 (Estimated Cost) | 18-1912 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Overlay only, patching, and re-striping.

Origin and History: Deteriorated pavement on this heavily traveled route requires repaving.

C. DESCRIPTION OF PROJECT

Length 3.19 miles

Termini M.P. 0.0 to M.P. Y5.10 on K. Falls-Lakeview spur (K. Falls-Malin)
M.P. 0.57 to M.P. 2.79 on K. Falls-Lakeview Highway

Alignment ☐ New ☒ Existing ☐ Combined

CALGARY
3
NON MAJOR

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None.

Typical Section Not Applicable

Structures Not Applicable

Characteristics (ADT) Variable - Klamath Falls-Lakeview M.P. 0.27 = 6,300 ADT
M.P. 1.82 = 23,900 ADT

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography of the project area is flat. No water ways are crossed or otherwise effected. The project lies completely within a commercially developed area. All vegetation on the project is of an ornamental nature and will not be affected by the project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The project is located within the CBD and main commercial areas of Klamath Falls. Land use abutting the project is almost exclusively commercial and residential. Except for temporary oders and construction noise, air quality and noise levels will not be affected by the project. Manholes will have to be adjusted.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   No new right-of-way is required.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Will replace existing striping only.

   Consequences:

3. Estimated Changes in Land Use:

   No land use changes are anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

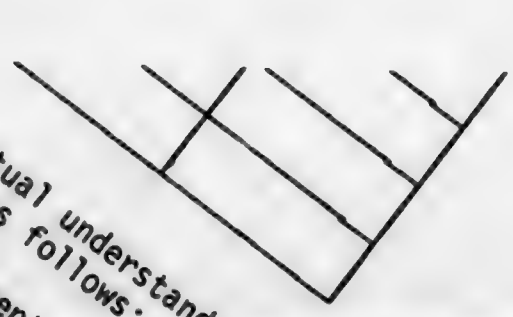
   No adverse effects are anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effects are anticipated.

   Consequences:



6. Preliminary Identification of Areas of Critical Environmental Concern:
There are no areas of critical concern.

n

7. Potential for Controversial Issues:
No controversial issues are involved.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter 1 of Title 23 CFR, Part 771, this project is deemed a non-major action.

Begin Project

End Project

KLAMATH FALLS

KLAMATH COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

LAKE EWAUNA

LAKE EWAUNA

Log Pond

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.

CH — City Hall

CT — Court House

A — Armory

L — Library

KLAMATH FALLS

KLAMATH COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

8239 SW Clay St-SW Sheridan St Sec 1976
Pacific Hwy in Portland
(Roadside improvement)

8239 C 2-11-76

N A R R A T I V E R E P O R T

S.W. Clay St. - S.W. Sheridan St.

Contract No. 8239

This project was precipitated by the need to improve the area of S.W. Front Ave. disturbed by the Harbor Drive closure work.

It consisted of considerable sod planting, shrub and tree planting. Sprinkling system was installed throughout landscaped areas.

Special emphasis was used to hide the section of Sheridan St. bridge deck abandoned by the Harbor Drive closure job. Terraced retaining walls were used and planted with ground cover and trees.

Upon completion this landscaping will be maintained by the City of Portland. During the final inspection, the City Park representative mentioned that he felt the landscape design had not considered maintanence costs sufficiently in their design. He felt more of the flat area should have been in sod lawn which is much less expensive to maintain. He also noted that he had been asked in the planning stages for suggestions, and had given them but they were not used.

I can't help but agree that from a pragmatic point of view "if" the initial design does not consider maintanence cost it's not a good design.

RES:def

2-11-76

Versteeg ✓
Olson
Christensen DOT
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring up
Other

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-13-77

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5-13-77	C. T. Christianson		U-306(19)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-31-75	11-16-76	50 %	Spec. Comp Date 6-30-76
APPROVED EXTENSIONS	**LOCATION**		
None	Pacific Hwy west (Portland) between S.W. Clay St. and S.W. Sheridan St.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.W. CLAY - S.W. SHERIDAN SEC.
PACIFIC HWY. WEST

The purpose of this project was to provide landscaping and curb delineation at an intersection previously improved with other than FA funds. Work was completed well ahead of schedule at a 5% underrun in contract costs.

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
cy Kenyon
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
MAY 16 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE: Original signed by E. J. Valach E. J. Valach	
TITLE: Area Engineer	DATE: 5-16-77	TITLE: District Engineer	DATE: 5-17-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8239(26)

FORM APPROVED RCS HNO-90-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A — *To be completed by Washington Headquarters Personnel*

16 18 19 22 | 2 4 | 5 8 | 9 12 | 13 15 | 23 24 25 27 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	U-306(19)	XX / ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y003	
20	FINAL CONSTRUCTION COST	DOL.	88,525	
21	LENGTH OF PROJECT	MILES	.535	

DATE STARTED: July 7, 1975

DATE COMPLETED: December 31, 1975

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS Attach plain sheet of paper)*

CARD B	30	LABOR	TOTAL MAN HOURS: 3,253	GROSS EARNINGS: 29,133
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	45,580
	9	PETROLEUM PRODUCTS	GAL.	
	1	CEMENT	BBL.	200
CARD C	2 92	AGGREGATES PURCHASED	TON. / CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD BD FT	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	30
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	50
	15 95	AGGREGATES PRODUCED	TON / CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

CARD H — CULVERT ITEMS

ITEM	SIZE (in.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

13	CONCRETE PIPE

CARD K

14	CLAY PIPE AND DRAIN TILE

CARD L

25	CORR. ALUMINUM CULVERT

CARD M

26	CAST IRON PIPE

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

FORM FR- 47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber u[illegible] in connection with Items 17, 18, 19, 23 and 24 should [illegible]t be reported unless difficulties are encountered in segregating such quantities from total [illegible]tities.

GPO 881-120

8239

OREGON STATE HIGHWAY DIVISION

December 8, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Oregon Mutual Savings Bank
700 NE Multonomah
Portland, OR 97232

Attention: Teresa K. Kelly

Re: Castile Landscaping
Contracts 8237, 8239

Our contracts 8237 and 8239 with Ben Castile Landscaping have been finaled. We release our interest in certificates of deposit 13103968 and 13102943, $7,000.

The assignment of the certificates to the State of Oregon is enclosed.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

Enclosure

JHP:mm

cc: Ben Castile Landscaping

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

RECEIVED
DEC - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8 39

1

November 22, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 19, 1976, we wrote to you concerning release of final payment on Contract No. 8239 for roadside improvement on the S.W. Clay Street-S.W. Sheridan Street Section of Pacific Highway West in Multnomah County.

Final payment on this contract is $2,236.46 and the total contract amount is $87,720.74 including $482.26 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ben Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

5237 Multnomah Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 12, 1976

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Clay St.-Sheridan St.
Roadside Improvement
Multnomah County

TO: Hal Versteeg
Road Design Engineer

On Wednesday, November 10, Justin Vincent and I met with Bob Shotwell to discuss the points raised in his Narrative Report on the Clay-Sheridan project.

The abandoned section of bridge deck posed a special problem. The intent was not to call attention to the fact the section was abandoned. Many alternatives were considered. The final design was the most effective. Nothing less would have done the job.

In regards to the City of Portland's criticisms:

Item 1. One section of the project could have been lawn instead of shrubs. However, too much lawn is monotonous. We do not feel the shrub beds were excessive in size. In a highly urbanized area this is justifiable.

Item 2. Irrigation systems make rapid plant growth possible. In three to five years the plants, with irrigation, will grow to a size that they will only require occasional water during the summer. We are now using drip irrigation systems. Their advantages are lower installation costs and lower water use. The long term effectiveness is still being evaluated.

Item 3. We now specify a 4'-6' circle of bark chips around each tree in a lawn area. Street trees close to the curb in a lawn area requires the use of a small mower.

Item 4. Our specifications call for staking of the trees 2' above ground. The contractor staked them too high.

Our specifications are clear regarding weed control requirements. Perhaps further measures will have to be taken regarding this matter.

The fertilizer we use is not "hot". It is important that the contractor furnish the type as specified. If the fertilizer was not "U.F." type, it would indeed be "hot". We have also added the option of a tablet form of fertilizer which is easier to apply than the granules.

TLS:az

1 Versteeg
2 Olson
3 Christensen
Scott
4 Swenson
Savage
Trout

RECEIVED
NOV 16 1976
ROAD DESIGN SECTION

Requires Reply
Required
Received
Date
Return
Book
Other

8234.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 10-72&73		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 2	10-18-76	Project Number: U-306(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 102,401	$ 102,401
Federal funds	$ 80,067	$ 87,860
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL94-30 to a net of $14,541.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Kunstler

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

8717

Oregon State Highway Division
Salem, Oregon, October 11, 1976

Federal-Aid Project
No. II-306(19)

S.W. Clay St. -- S.W. Sheridan St. Section
Pacific Highway West In Multnomah County

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 209+95 to Sta. 238+20)

Total same as previous estimate of July 7, 1975. $ 102,401.00

Length of Project 0.0 Mile

*Federal Funds	$ 87,860.00
State Funds	14,541.00
TOTAL	$ 102,401.00

Group 1-100%

Contract No. 8239

Prefix 26-1049

*Increase federal aid pro rata to 85.8%

8259

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-104	5 13 76	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	STATE COPY	Project Number U-306(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 102,401	$ 102,401
Federal funds	$ 80,067	$ 102,401
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed July 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 22,334."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2089
MONTHLY TRANSACTION NO. 7-50	**FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Multnomah PROJECT NO. U-306(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, S.W. Clay St. to S.W. Sheridan St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	5-21-75	0.00

FUNDS Pro-Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 102,401	$ 80,067

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

Type Code Y003
Roadside Improvement

Project Agreement Esti

CLAY ST.-S.W. SHERIDA
CIFIC HWY. WEST TO TOL

State Highway D
Oregon, July 7, 1975
sion

Temporary Protect
Direction of T
Temporary Signs
Flagmen
Removal of St
Obstruction
Furnishing a
Concrete Ma
Furnishing
Concrete
Furnishing
Furnishi
Soil
Bark
Sod
Irr

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway D sion
Salem, Oregon, July 7, 1975

Federal-aid Project
No. U-306(19)

S.W. CLAY ST.-S.W. SHERIDAN ST. SECTION
PACIFIC HWY. WEST IN MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 209+95 to Sta. 238+20)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	300 sq.ft.	6.00	1,800.00
Flagmen	160 hour	12.50	2,000.00
Removal of Structures and Obstructions	All Required		500.00
Furnishing and Placing Topsoil	380 cu.yd.	4.75	1,805.00
Concrete Walls	42 cu.yd.	236.00	9,912.00
Concrete Walks	450 sq.yd.	9.63	4,333.50
Furnishing and Planting Trees	55 only	18.25	1,003.75
Furnishing and Planting Shrubs	3,100 only	6.18	19,158.00
Furnishing and Planting Vines	5,000 only	0.40	2,000.00
Soil Conditioner	500 cu.yd.	4.50	2,250.00
Bark Mulch	70 unit	60.00	4,200.00
Sod Lawn	All Required		16,830.00
Irrigation System	All Required		25,000.00
			$ 92,292.25

Anticipated Items

Adjust Light Standard Base	All Required		$ 200.00
Install Water Meter	All Required		600.00
			$ 800.00
	Subtotal		$ 93,092.25
	Engineering		9,308.75
	Total		$102,401.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

Routing

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — OCT 22 1976 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

NARRATIVE REPORT

ROADSIDE IMPROVEMENT

CONTRACT NO. 8239

Work commenced on this project on July 7, 1975. This landscape work was designed to blend existing landscaping into the previously completed reconstruction from the "Harbor Drive Closure" project.

The final result enhances the area and is compatible with existing landscaping. Special emphasis was used to hide the abandoned section of deck on the Sheridan St. O'Xing. Tiered walls were built on the deck section with three different types of ground cover planted in the walled areas with decorative trees among the ground cover. Although the results of this are pleasing one wonders if an alternate less expensive application could not be found. In fact in general it is my opinion that State Highway Landscaping should be critically reviewed towards more economical installations that are more maintenance free.

This project will become the responsibility of the City of Portland Bureau of Parks to maintain. Their council should be solicited prior to contract and their wishes complied with if reasonable. Let me highlight some of their criticims of this project.

1. From a maintenance standpoint shrubs should not be planted on gentle slopes that could be planted to sod.
2. Sprinkling systems installed in these shrub areas are a waste of money as they will not be used. Why not? Their experience has been that after about 3 years the shrubs don't need irrigation. Their method is to either use a temp. system that can be phased out, such as plastic drip hoses or other means that don't require a permanent installation - makes sense-

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 2

Requires

3. Trees or other obstructions to mowing that are adjacent to a curb do not allow a mower to cut the grass around the tree - concrete aprons or other devices should be considered to alleviate this problem.

4. Tree staking, if done at all should be in the vicinity of the bottom 1/3 of the tree thus allowing natural movement of the tree, something about the cellular structure and natural shaping of the tree branches. Anything to this?

All these criticisms I feel, as a budding horticulturist, are valid especially the ones regarding design with an eye towards future maintenance.

Now some suggestions of my own. It is my understanding that our present spec's do not require sterilization of the ground prior to planting - why not? This could make for a more satisfactory establishment period and might alleviate some of the disasters experienced on other landscape projects in this area.

Re-examine formula and quantity of fertilizer to be used on shrubs formula 22-16-8 is a "hot" fertilizer and our experience indicates it burns or sets back initial growth during the establishment period. Normally the amount of fertilizer used is dependent on the size of the shrub or tree to be planted maybe a graduated table would be advisable.

I believe the contractor did a commendable job of landscaping on this project and was very co-operative.

1 Versteeg
Olson.
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 22 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8239 : 2-11-76 : Portland

N A R R A T I V E R E P O R T

S.W. Clay St. - S.W. Sheridan St.

Contract No. 8239

This project was precipitated by the need to improve the area of S.W. Front Ave. disturbed by the Harbor Drive closure work.

It consisted of considerable sod planting, shrub and tree planting. Sprinkling system was installed throughout landscaped areas.

Special emphasis was used to hide the section of Sheridan St. bridge deck abandoned by the Harbor Drive closure job. Terraced retaining walls were used and planted with ground cover and trees.

Upon completion this landscaping will be maintained by the City of Portland. During the final inspection, the City Park representative mentioned that he felt the landscape design had not considered maintanence costs sufficiently in their design. He felt more of the flat area should have been in sod lawn which is much less expensive to maintain. He also noted that he had been asked in the planning stages for suggestions, and had given them but they were not used.

I can't help but agree that from a pragmatic point of view "if" the initial design does not consider maintanence cost it's not a good design.

RES:def

2-11-76

Versteeg ✓
Olson ✓
Christensen
Scott
Swanson
Anderson
Trout

RECEIVED
MAR 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

8239

13

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon Mutual Savings Bank
700 NE Multnomah
Portland, OR 97232

Attention: Teresa K. Moch

We received your assignment of Certificates of Deposits # 13103968 and 13102943, $7,000, to be used as deposits in lieu of retainage on our contracts with Ben Castile Landscaping as follows:

Contract	8239	$4,173.00
	8237	2,827.00

Please send all future correspondence on this matter to the Accounting Section, Room 435, Highway Building, Salem Oregon, 97310.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Ben Castile Landscaping

bc: C. W. Head — R. Church
C. Barrett — J. Bond

C. W. HEAD

Form 81-734-3122

[O]M[S]B
OREGON MUTUAL SAVINGS BANK

58 50 E

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REGION 1

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ENT

ASSIGNMENT OF CERTIFICATE DEPOSITS

This assignment is for the purpose of fulfilling the requirements of ORS 279.575. The undersigned does hereby assign, transfer and set over unto the state of Oregon all right, title and interest in and to $7,000.00. Seven thousand and no/100 dollars of Certificate of Deposits No. 13103968 and #13102943 in the Oregon Mutual Savings Bank in the name of Ben W. or Ruth E. Castile with full power and authority to demand, collect and receive said deposit and to give receipt and acquitance therefore, for the uses and purposes prescribed by said ORS 279.575. It is understood and agreed that the Oregon Mutual Savings Bank hold the Certificates covering said account in its possession and agrees to hold $7,000.00 until a release of this assignment from the state of Oregon is received. It is further understood that this assignment is subject to judgments which may be rendered against the Ben Castile Landscaping and in accordance with the provisions of ORS 279.575. The deposit will be released to the state of Oregon after 30 days notice on demand and with no other condition of release.

Signed and dated at Portland, Oregon, this 6 day of January 1976.

This assignment covers contract numbers #8237 and #8239.

Ben Castile
Signature of Depositor
Ruth E. Castile

13460 SW Fielding Rd.

Lake Oswego, Oregon 97034

ACCEPTANCE

The undersigned hereby accepts the foregoing Assignment of Certificates of Deposits Number #13102968 and #13102943 in the amount of $7,000.00, this 6th days of January, 1976.

Signature of Authorized Personnel

700 NE Multnomah Portland, Oregon 97232

8237

January 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. U-306(19)

SUBJECT Notification Establishment Period Started

Contract 8239, Work Completed December 31, 1975

Project S.W. Clay St.-S.W. Sheridon St.

Highway Pacific West

County Multnomah

Establishment Period Ends Fall, 1976

RDC:ro

cc: R. D. Church

8239

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: SW Clay St. - SW Sheridan	WEEK ENDING: January 10, 1976
		SECTION PREFIX: 26-1049
	HIGHWAY: Pacific West	COUNTY: Multnomah
NAME OF JOB: S.W. Clay St. - S.W. SHeridan St.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Ben Castile Landscaping	CONTRACT NUMBER: 8239	FEDERAL AID PROJECT NUMBER: U-306(19)
DATE OF CONTRACT: June 17, 1976	DATE WORK STARTED: July 7, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 106,590.63	SPECIFIED COMPLETION DATE: June 30,1976	PERCENT OF TIME ELAPSED: NA
EXCLUSIVE OF ENGINEERING: $ 97,281.40	ENGINEERING AUTHORIZATION $ 9,309.23	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97.2(100)*
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

Top Soil	Conc. Wals	Conc. Walks	Trees	Shrubs	Vines	Removal	Temp P&DT
100	100	100	100	100	100	100	100,
			Irrigation	Sod lawn	Conditioner	Bark mulch	Temp Signs
MILES IN PROJECT			.54	.54	.54	.54	.54
MILES PARTIALLY COMPLETED							
MILES COMPLETED			.54	.54	.54	.54	.54
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100 %	100 %	500 Cy	70 Units	300 Sq. Ft.
TOTAL QUANTITIES CORRECTED TO DATE			100 %	100 %	522	84	202
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100	100	522	84 Units	202 Sq. Ft.
AVERAGE DAILY QUANTITIES (this Week)			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			NA	NA	NA	NA	NA
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

*100 % Complete except Establishment period retainage.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		NA		Specified completion date.
MONDAY 5				
TUESDAY 6				
WEDNESDAY 7				
THURSDAY 8				
FRIDAY 9				
SATURDAY 10				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JAN 12 1976
CONSTRUCTION
SECTION
BLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 4	No Activity.
MONDAY 5	No Activity all Week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job complete 12-31-75

SIGNED Robert E. Shotwell
Resident ENgineer

LOCATION 1101 North Russell Street
Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5-21-75

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

8239

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
J-306(19)

STATE PROJECT NO.
SW. Clay St-SW. Sheridan ST.

FROM:
G. L. Green
Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-189

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3'75
REFER TO
FOR
Instr | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 21, 1975	May 21,1975	Primary Route 9

STATE ROUTE NUMBER
State Primary Route 1 W

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Install Light Standard
Base 200.00
Install Water Meter 600.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's May 19,1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed Title sheet is returned herewith.

7-7-75
ORIGINAL TO
L.W. Rulien
Watts.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-21-75	R. McLaren	for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-73

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-12-75

BY (Signature): L. W. Rulien's May 7, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 189 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
189	U-306(19)	0.0	150,796	117,900	SW. Clay Street- SW. Sheridan Street. (Portland) Section Multnomah County State of Oregon	Landscaping

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 13'75
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REMARKS (Division)

5-13-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-12-75	C. L. Burchett for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM PR-48
(Rev. 8-71)

8239

R

~~PRO-6-2~~

Robert W. Straub
XXXXXXXXXX

May 7, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-306(19)

We are submitting program data for one project, Item No. 189, Project No. U-306(19), "S.W. Clay St.-S.W. Sheridan St. (Portland) Section", which we desire to have included in the Federal Aid Urban Extension Highway Program.

It is our present intention to receive bids for this project on June 12, 1975.

JG:ljt

Att.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

May 7, 1975

Budget Bureau No. 41-R2067; Approv

U.S. DEPART BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): SR 99W, S.W. Clay St. to S.W. Sheridan St. (Portland) | ADT | PRESENT: 13,000 | FUTURE: 16,000 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon | STA COD: 4

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S): U- | NUMBER: 306 | SEQ. N: (19

CARD | CLASS OF FEDERAL FUNDS: Urban | COUNTY NAME: Multnomah | CODE: 051

NAME OF URBAN AREA: Portland | ROUTE NO. P | FEDERAL-AID: 9 | STATE: 1W | U.S.: 26

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1418)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)			
5					PE		SR 99W, SW Clay St. to SW Sheridan St. (Portland) (Approx. 0.5 mile)						Lands ing o plant shrub sod l irrig incid commo of wo
5					ROW								
5					CONST (CODE) Y003		"SW Clay St.-SW Sheridan St. (Portland) Section"						
								0.0	150,796	117,900	32,896		ROW - Acces Parki none.
							PROJECT TOTALS	0.0	150,796	117,900	32,896		

(18) (23) (24) (28) REMARKS

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

-ove

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 7, 1975

PROJECT LOCATION (45 typewriter spaces): SR 99W, S.W. Clay St. to S.W. Sheridan St. (Portland)

ADT: PRESENT 13,000 | FUTURE 16,000 | YEAR 95

REGION: 10

STATE NAME: Oregon | STATE CODE: 41

APPN CODE: 032 | ITEM NO.: 189

PROPOSED WORK (35 typewriter): ping

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR.:

PROJECT NUMBER: PREFIX LETTER(S): U- | NUMBER: 306 | SEQ. NO.: (19)

I. Projects Only: POST MI.: | DESIG.:

FUNDS: Urban

COUNTY NAME: Multnomah | CODE: 051

AREA: Portland

ROUTE NO.: P | FEDERAL-AID: 9 | STATE: 1W | U.S.: 26

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99W, SW Clay St. to SW Sheridan St. (Portland) (Approx. 0.5 mile)						Landscaping consisting of furnishing & planting trees, shrubs, ground cover, sod lawn, inst. auto. irrig. systems & incidental items common to this type of work.
ROW								
CONST (CODE) Y003		"SW Clay St.-SW Sheridan St. (Portland) Section"	0.0	150,796	117,900	32,896		ROW - 275' min.; Access control - none Parking restrictions-none.
PROJECT TOTALS			0.0	150,796	117,900	32,896		

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

FHWA APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48998-P61

S.W. CLAY ST.-S.W. SHERIDAN ST. (PORTLAND) SECTION

PROJECT NO. U-306(19)

Information for PR-37B: ROW - 1; ROW - F; Sanitary Facilities - N.

Existing Facility: Basically 4-lane, 2-way roadway.

Adjacent Sections: Same as existing facility.

Project Data: The work consists of furnishing and planting trees, shrubs, ground cover, sod lawn, installation of automatic irrigation systems and incidental items (e.g., fertilizer, mulch, conc. walk, planter boxes, etc.) common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

Public Hearings: None required under paragraph 6c of FHPM 7-7-5.

Location/Design: Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8239

R

Robert W. Straub
XXXXXXXXXX

April 4, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rutten
Project Management Engineer

SUBJECT Request for Program, P.S. & E. and
Advertising Approval for Beautification
Project Nos. LSF-9(1) and LSF-2(10).

We are submitting, in accordance with FHPM 7-6-3, program and P.S. & E. documents for two landscaping and scenic enhancement projects, Item Nos. 60 through 61 for your simultaneous approval and authorization to advertise for bids.

The project numbers and section names are:

(1) Project No. LSF-9(1), "SW Clay St.-SW Sheridan St. (Portland) Section", (Pacific Highway West).

(2) Project No. LSF-2(10), "Smith Point (Astoria) Section", (Oregon Coast Highway).

Our present intention is to advertise for bids to be received on May 22, 1975.

Compliance with paragraph 16 of FHPM 6-4-1.6 has been met concerning production selection; the plans conform to paragraph 5 of FHPM 6-5-3.2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1.1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1.1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with FHPM 6-4-2.1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

Encl.

JGiww

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-4-75

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																
CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 99W, S.W. Clay St. to S.W. Sheridan St. (Portland) 65	ADT	PRESENT 13,000	FUTURE (66) 16,000	YEAR (70)(71)(72) 95	REGION 10	STATE NAME Oregon	STATE CODE 41 (22)							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Landscaping 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 LSF- 23	NUMBER 9	SEQ. NO. (1) 7					
CARD	CLASS OF FEDERAL FUNDS Landscape and Scenic Enhancement						COUNTY NAME Multnomah (114)(116)	CODE 051								
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. P	FEDERAL-AID 9 (32)	STATE 1W (36)(37)	U.S. 26 (41)						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
1	(1415)	(18)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(76)			
5					PE		SR 99W, SW Clay St. to SW Sheridan St. (Portland) (Approx. 0.5 mile)						Landsca ing of plantin shrubs, sod law irrig. incider common of work
5					ROW								
5					CONST (CODE) Y003		"SW Clay St.-SW Sheridan St. (Portland) Section"	0.0	150,796	150,796			ROW - 2 Access Parking none.
							PROJECT TOTALS	0.0	150,796	150,796			

CARD 1	CODE 1	PREPARED BY	(16)	(23)(24)	(29)	REMARKS
1	14	PROGRAM APPROVAL DATES				

-over-

USCOMM

ON NO.

W. O.

FORM PR-1 (REV. 4-61)

4-4-75

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	SR 99W, S.W. Clay St. to S.W. Sheridan St. (Portland) 21 65	ADT	13,000	16,000 (66)	95 (70)(71)(72)	10	Oregon	41 (2)(3)	669 (4)(9)	60 (14)(18)

F PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
scaping 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	LSF- 14 23	9 7	(1) 13	(24) (26)	27

RAL FUNDS	COUNTY NAME	CODE
Landscape and Scenic Enhancement	Multnomah	051 (14) (16)

N AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Portland	P	9 (32)	1W (36)(37)	26 (41)	[ ] 1 OR [X] 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE		SR 99W, SW Clay St. to SW Sheridan St. (Portland) (Approx. 0.5 mile)						Landscaping consisting of furnishing & planting trees, shrubs, ground cover, sod lawn, inst. auto. irrig. systems & incidental items common to this type of work.
	ROW								
	CONST (CODE) Y003		"SW Clay St.-SW Sheridan St. (Portland) Section"	0.0	150,796	150,796			ROW - 275' min.; Access control - none Parking restrictions- none.
	PROJECT TOTALS			0.0	150,796	150,796			
				(115)	(23) (24)	(25)	REMARKS		

PARED BY

OGRAM APPROVAL DATES

-over-

USCOMM DUSCOMM-DC 48908-P61

S.W. CLAY ST.-S.W. SHERIDAN ST. (PORTLAND) SECTION

PROJECT NO. LSF-9(1)

Information for PR-37B: ROW - 1; ROW - F; Sanitary Facilities - N.

Existing Facility: Basically 4-lane, 2-way roadway.

Adjacent Sections: Same as existing facility.

Project Data: The work consists of furnishing and planting trees, shrubs, ground cover, sod lawn, installation of automatic irrigation systems and incidental items (e.g., fertilizer, mulch, conc. walk, planter boxes, etc.) common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

Public Hearings: None required under paragraph 6c of FHPM 7-7-5.

Location/Design: Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8239

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Transportation
~~Oregon State Highway~~ Commission

DATE March 28, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island
Oswego Hig
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Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$ 240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

8239

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 20, 1975

Salem, Oregon 97310

FILE: ~~ENV 2-1~~

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: S.W. Sheridan St.-S.W. Clay St.
Roadside Improvement Projects

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Project Management Engineer

The subject project has been examined and assessed for potential impact to the quality of the human and natural environment. It has been determined that no additional right-of-way will be required, that no foreseeable alternations adversely affecting the human environment will occur, and that this project is of a type for which the statewide environmental assessment on roadside improvement (landscaping) is applicable.

The statewide assessment deems this project a non-major action.

GAP:GR:cb

cc: R. N. Bothman
R. L. Schroeder
J. H. Versteeg
Wally Hibbard

8240 Interstate Ave. Grade Sep. 1975
Sec of Pac Hwy W in Portland
(Bridge railing)

824

STATE COPY

3-16-76

cc: OSED (R S Coulter, Wash DC (HNO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3/16/76	Kurt Dunn, Engr Trainee		BOS-306 (18)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/4/75	1/5/76	100 %	120 CD
APPROVED EXTENSIONS	**LOCATION**		
None	SR 99W, 0.2 mi. N. of N. Broadway (Portland)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAR 23 1976

INTERSTATE AVENUE GRADE SEPARATION
PACIFIC WEST HIGHWAY
MULTNOMAH COUNTY

Under the contract agreement Incom Construction Co. was to remove existing rail and barricade and construct concrete parapet rails (GM barrier). Permanent striping and installation of reflectors were done with State forces. There was a 18.7% underrun on the total contract costs.

Washington

RECEIVED
MAR 1 1976
Office of
Assistant State Highway Engineer

APPROVED
CANCELLED

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: D C Christianson		SIGNATURE: Original signed by E. J. Valach Dist. Engineer	
TITLE: R. Christianson Area Engineer	DATE: 3/16/76	TITLE: E. J. Valach District Engineer	DATE: 3/23/76

FORM FHWA-[illegible] (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FILE COPY

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

To be completed by Washington Headquarters Personnel

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon	COUNTY: Multnomah	FEDERAL PROJECT NO.: ROS-306(18)	URBAN XX / RURAL
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY
CONSTRUCTION TYPE CODES			BRIDGE QUANTITY *(Over 20 ft.)*: X221
20	FINAL CONSTRUCTION COST	DOL.	49,052
21	LENGTH OF PROJECT	MILES	.078

DATE STARTED: September 4, 1975

DATE COMPLETED: November 4, 1975

TOTAL NO. BRIDGES: 1

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS Attach plain sheet of paper)*

				GROSS EARNINGS
30	LABOR	TOTAL MAN HOURS: 1,129		10,669
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		DOL.	8,352
9	PETROLEUM PRODUCTS		GAL.	
1	CEMENT		BBL.	
2	AGGREGATES PURCHASED		TON.	
92			CU. YD.	
3	BITUMINOUS MATERIAL		GAL.	
4	LUMBER		THSD BD FT	4
5	TIMBER PILING		LIN. FT.	
7	REINFORCING STEEL		LB.	6,592
8	STRUCTURAL STEEL		LB.	
10	EXPLOSIVES		LB.	
11	READY-MIXED CONCRETE		CU. YD.	88
12	PREMIXED BITUMINOUS PAVING MATERIALS		TON	
15	AGGREGATES PRODUCED		TON	
95			CU. YD.	
16	MISCELLANEOUS STEEL		LB.	847
17	FENCING		LIN FT	
18	GUARDRAIL		LIN. FT	
19	BRIDGE RAIL		LIN. FT.	20
23	FINAL CONTRACT AMOUNT FOR SIGNS		DOL.	
24	FINAL CONTRACT AMOUNT FOR LIGHTING		DOL.	

CULVERT ITEMS

ITEM	SIZE *(In.)*	LGTH. *(Lin. Ft.)*
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hour and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

GPO 881-120

8240

January 15, 1976

U.S. Fidelity & Guaranty Co.
520 SW 6th
Portland, OR 97205

Gentlemen:

On January 6, 1976, we wrote to you concerning release of final payment on Contract No. 8240 awarded to InCom Construction Co. for work on the Interstate Avenue Grade Separation Section of the Pacific Highway West in Multnomah County.

Final payment on this contract is $2,452.60 and the total contract amount is $49,052. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: InCom Construction Co.
3680 Brooklake Road NE
Salem, OR 97305

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8240

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Interstate Ave. Grade Separation		WEEK ENDING: 11-29-75
		SECTION PREFIX: 26-1050
HIGHWAY: Pacific West		COUNTY: Multnomah
NAME OF JOB: Interstate Ave. Grade Sep/	KIND OF WORK: Bridge Parapet Rail	
CONTRACTOR: InCom Const. CO.	CONTRACT NUMBER: 8240	FEDERAL AID PROJECT NUMBER: ROS-306(18)
DATE OF CONTRACT: 6-25-75	DATE WORK STARTED: 9-4-75	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $66,272.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $60,484.60	ENGINEERING AUTHORIZATION $5,788	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,880	ENGINEERING COST TO DATE $4,900	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.3%	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED: 11-24-75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Impact hammer - drill

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7115B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Overcast Rain	0		See second notification 11-4-75
MONDAY 24	Overcast	0		" "
TUESDAY 25	Overcast Shwrs	0		"
WEDNESDAY 26	Overcast Rain	0		"
THURSDAY 27	Fast showers	)0		"
FRIDAY 28	" "	0		" "
SATURDAY 29	" "	0		" "

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
DEC 1 1975
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No project activity
24 MONDAY	Installed two guard rail sections on the lt & rt side at bnt 16. All work complete .
25 TUESDAY	No activity the rest of the week
26 WEDNESDAY	
27 THURSDAY	
28 FRIDAY	
29 SATURDAY	

REMARKS

Status : All work complete on job.

Concluding weekly report.

SIGNED J. D. Howard LOCATION Portland

John D. Howard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-52	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Multnomah PROJECT NO. I-205-3(6)(18)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, 0.2 mi. N. of N. Broadway (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-21-75	0.078
OTHER *(Specify)*		

FUNDS Pro-Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 63,668	$ 57,301

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 7, 1975

Federal-aid Project
No. ROS-306(18)

INTERSTATE AVE. GRADE SEPARATION
PACIFIC WEST HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code X221
Bridge Rail (Sta. 299+86.26 to Sta. 303+97.20)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Temporary Signs	32 sq.ft.	20.00	640.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	400 lin.ft.	3.50	1,400.00
Temporary Plastic Safety Markers	10 only	80.00	800.00
Flagmen	40 hour	16.00	640.00
Alterations to Existing Structure	All Required		12,000.00
Structural Concrete, Class 3000 (80 cu.yd.)	All Required		24,000.00
Reinforcement (7,300 lb.)	All Required		6,000.00
			$48,980.00

Anticipated Items		
Railroad Protective Cost	All Required	$ 8,600.00
Permanent Pavement Striping	All Required	100.00
Parapet Delineators	All Required	200.00
		$ 8,900.00
Subtotal		$57,880.00
Engineering		5,788.00
Total		$63,668.00

Length of Structure - - - - - .078 Mile

Federal Funds - - - - -

5-21-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8240

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
)S-306(18)

STATE PROJECT NO. Interstate Ave. Grade Separation

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
ROS-11

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
[ ] 1. [XX] 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3'75
REFER TO
FOR
Engrg | Surveys | R/D | D/R | Signs | Act | Engr

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 21, 1975	May 21, 1975	Primary Route 9

STATE ROUTE NUMBER
Primary Route 1 W

GENERAL LOCATION:
City of Portland

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Replace existing bridge rail with single face concrete GM rail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

Railroad Protective Services	$8,600.00
Permanent Pavement Striping	100.00
Parapet Delineators	200.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's May 19, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

7-7-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-21-75	R. Mooney for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-75

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	5-12-75
BY (Signature)	
L. W. Rulien's May 5, 1975 letter	
TITLE	
Project Management Engineer	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 11 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
11	ROS-306(18)	0.08	66,000	59,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Interstate Avenue Grade Separation Section Multnomah County State of Oregon	Replacing Bridge Rails (one Structure)

RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO
Hurst
FOR
Info. | Invest. | R/D | Des. | Spec. | Acq. | Use

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-12-75	C. R. Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8240

R

PRO-6-2

Robert W. Straub
xxxxxxxxxxx

May 5, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-306(18)

We are submitting program data for one project, Item No. 11, Project No. ROS-306(18), "Interstate Avenue Grade Separation Section", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal-aid Act of 1973.

It is our present intention to receive bids for this project on June 12, 1975.

Enclosed is one copy of a narrative with sketch map, pictures and accident data prepared by our Traffic Section for this project.

JG:bb
Enc.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Section 210

FIXED OBJECT HAZARD
Hwy. 1W, M.P. XC1.47 to M.P. XC1.53, Bridge No. 7115
Pacific Highway West - ORE 99W

Recommendation:

Remove the existing temporary guardrail on the Interstate Avenue Grade Separation Bridge and replace with 834 feet of single-face concrete GM guardrail (both sides of the bridge).

Description:

Travel on the viaduct is restricted from one-way travel on two lanes to a single lane at the location where the temporary guardrail begins (shown in views four and five in the enclosed pictures). The bridge structure is 411 foot long and it is part of the Tillamook Street Partial Viaduct structure. The existing railing extends from station HR299+86 to 303+97. There is bridge post railing on both sides of the structure. on the right-hand side, there are two separate layers of temporary and bridge mounted guardrail that are spaced about ten feet apart by a lattice of timbers (shown in view number two in the enclosed picture).

This section of highway carries an ADT of approximately 8,000 vehicles per day. Although there have been no reportable accidents on the bridge portion of the viaduct during the accident study period from 1-1-71 to 11-30-74, there have been numerous scrapes with the rails.

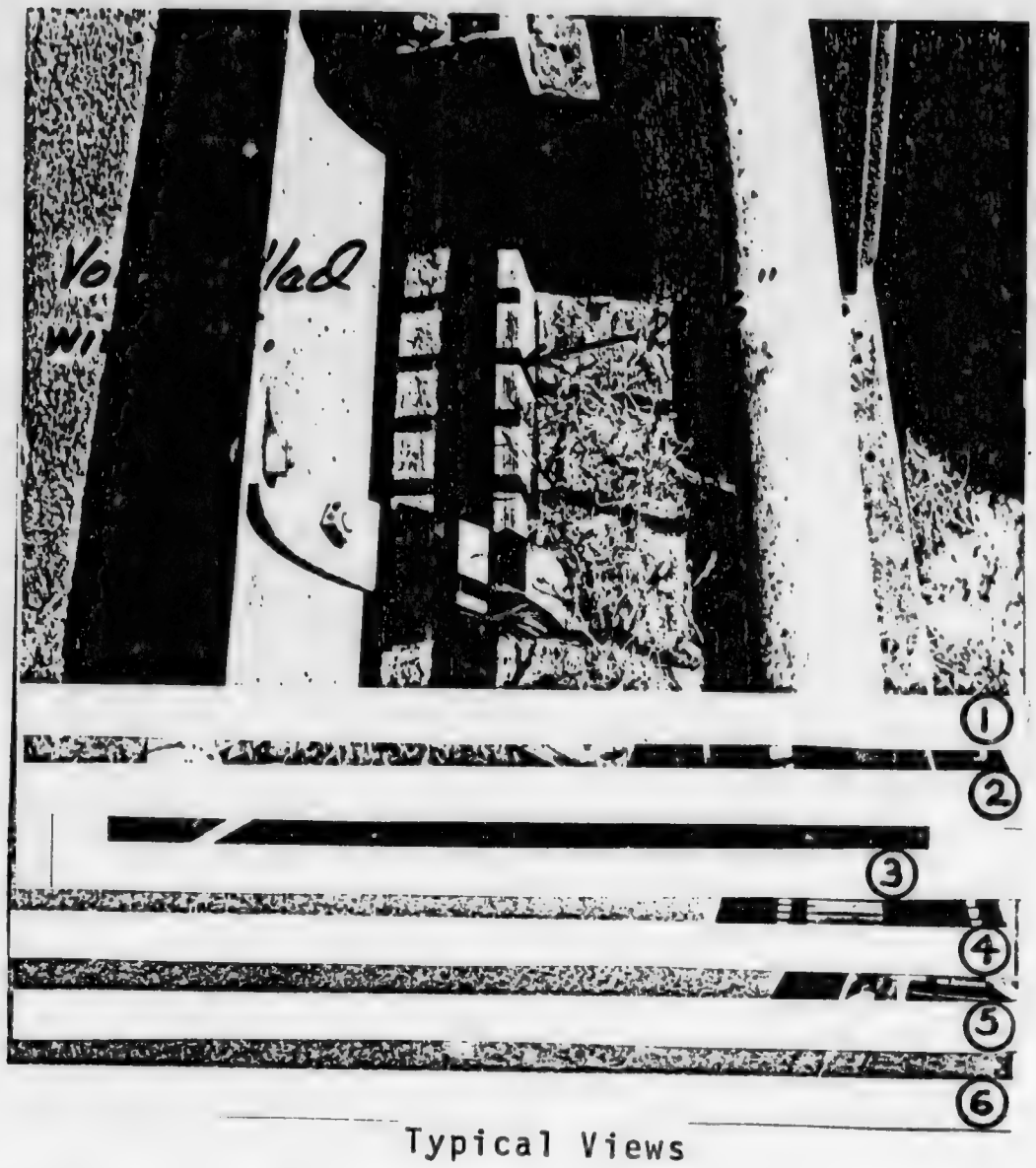
Based upon the obvious hazards and narrow channelization of the existing guardrailing, the previously stated recommendation was made.

The estimated cost of this project is $80,000. The estimated date of contract is in May of 1975.

EB:rj
3-28-75

Interstate Ave Grade Separation

Also Known as: Tillamook St. Partial Viaduct Structure.



Typical Views

Interstate Ave. Grade Separation, Pacific Hwy. West, Bridge 7115

1.) Looking down at the existing guardrail that is adjacent to the outer railing of the bridge.

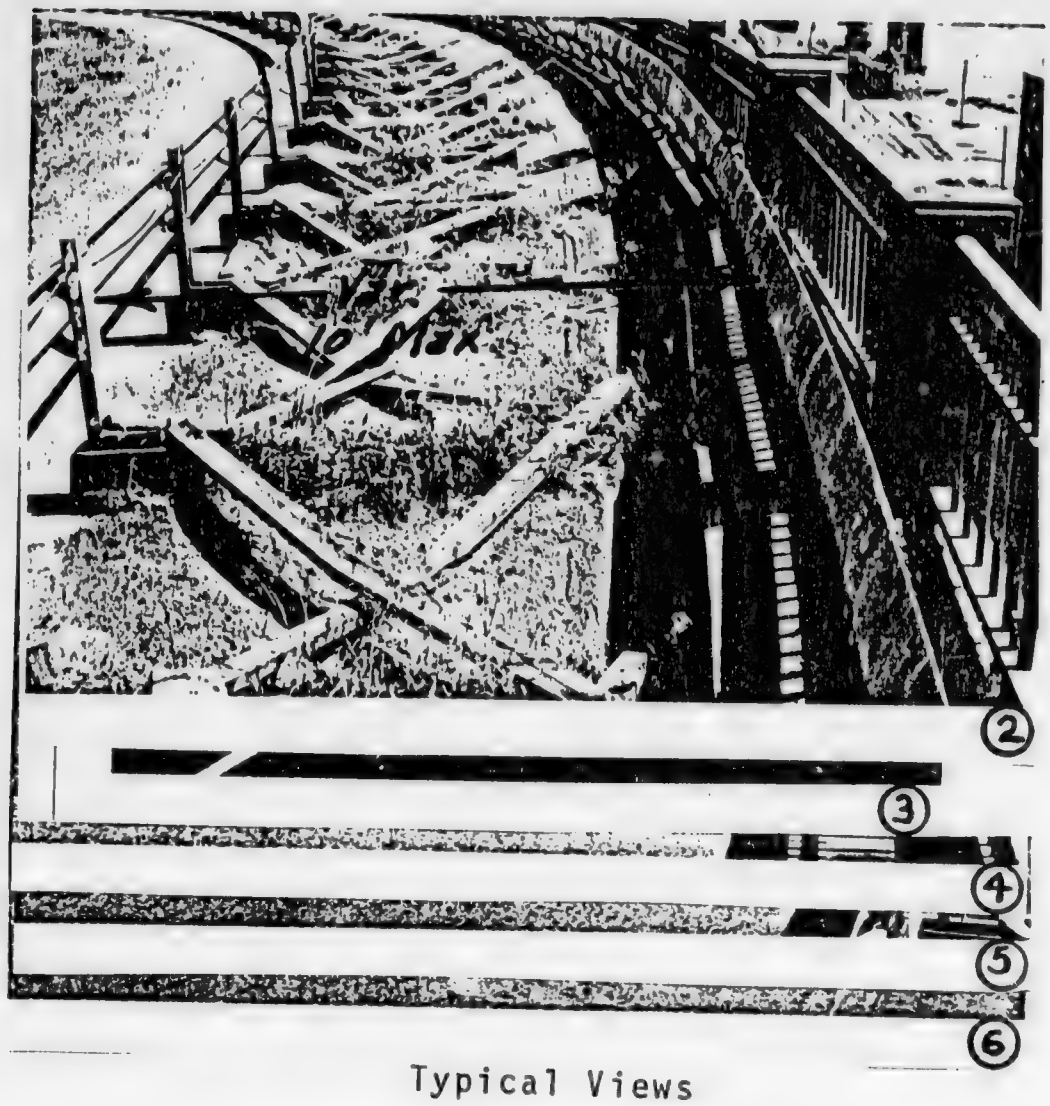
2.) Looking at the temporary railing that is spaced about 10 feet away from the railing that exists adjacent to bridge rail.

3.) Looking South at approach to bridge from 200 feet away.

4.) Looking South at beginning of project, 300 feet from the South end of the bridge.

5.) Looking South from a point 200 feet from the South end of the bridge.

6.) Looking North at the end of the project at the South end of the bridge.



Typical Views

Interstate Ave. Grade Separation, Pacific Hwy. West, Bridge 7115

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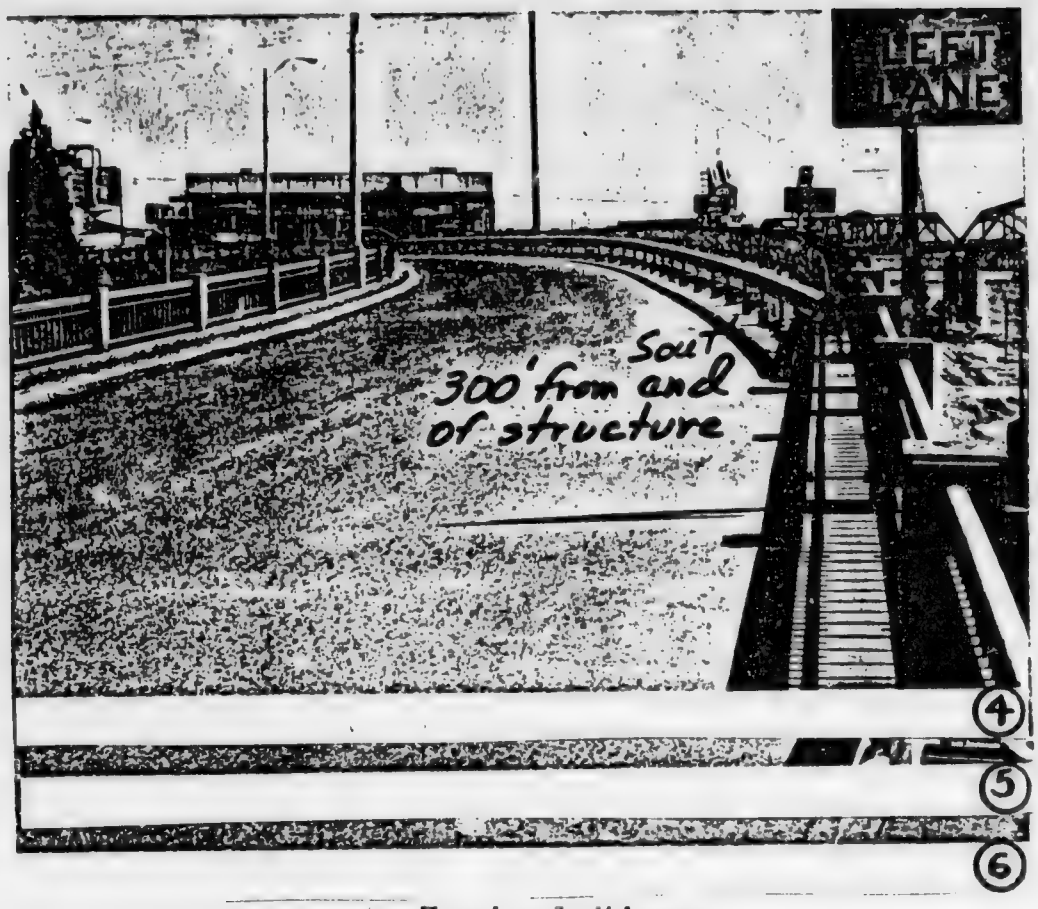

Typical Views

Interstate Ave. Grade Separation, Pacific Hwy. West, Bridge 7115

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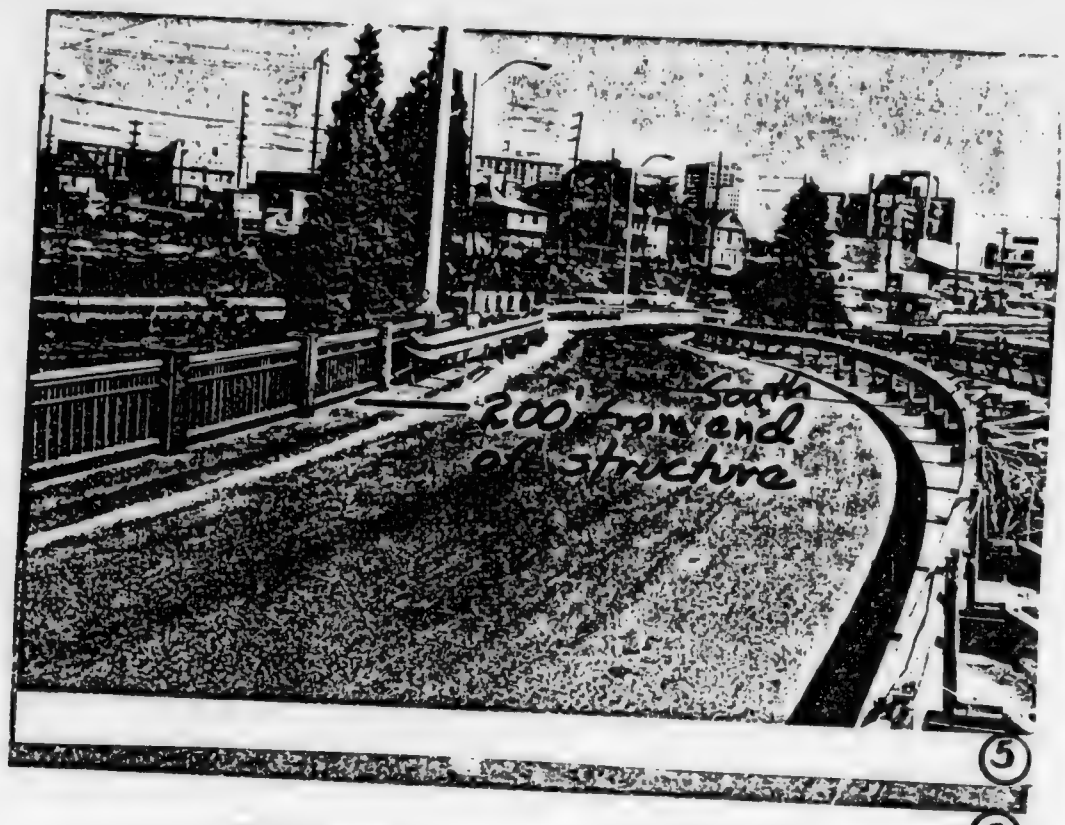

Typical Views

Interstate Ave. Grade Separation, Pacific Hwy. West, Bridge 7115

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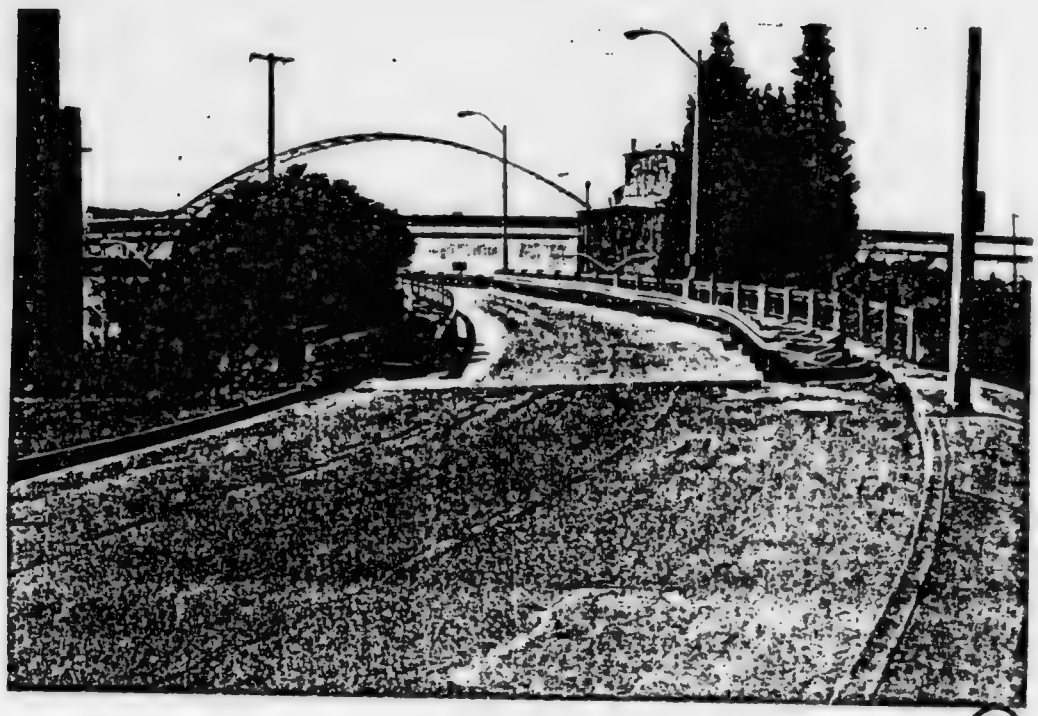

⑥

Typical Views

Interstate Ave. Grade Separation, Pacific Hwy. West, Bridge 7115

1.) Looking down at the existing guardrail that is adjacent to the outer railing of the bridge.

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5.) Looking South from a point 200 feet from the South end of the bridge.

6.) Looking North at the end of the project at the South end of the bridge.

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing 3/18/75

LOCATION Multnomah
City Portland
Street Interstate Ave. Conn
Hwy. No. 1W Rte. No. Ore 99W
From MP. X C 1.47

To MP. X C 1.53

Period Covered:
1-1-71 to 11-30-74

	COLLISION TYPE														CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
1971													0						11-Mos. 1974 Available
1972													0						
1973													0						
1974													0						
Total													0						

Budget Bureau No. 41-R2067; Approva

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-5-75

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
CARD 2	1 (19) (20)	SR 99W, 0.2 Mi. N. of N. Broadway (Portland) 21 68	ADT	N/A	N/A (66) (70)	95 (71) (72)	10	Oregon (12)	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	Replace Bridge Rails (1 Br.) 26 62	(69) (68)	(66) (65)	(60)	(70)	(71)	(72) (73)	(74) (75)	ROS- 14 23	306 7	(18

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD	(Section 210) Elimination of Roadside Obstacles	Multnomah	051 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland 17-31	P	9 (32)	1W (35) (37)	-- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	52		(54) (58)	(59) (66)	(67) (70)		
5					PE		SR 99W, 0.2 mi. N. of N. Broadway (Portland)					
5					ROW							
5					CONST (CODE) TOPICS X221		"Interstate Ave. Grade Separation Sec."	0.08	66,000	59,400	6,600	
								0.08	66,000	59,400	6,600	

(16) (23) (24) (25)

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		

CARD	CODE	PROGRAM APPROVAL DATES
1	14	

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under p
neering project ROS-000S(3), Item No. 5, which was approved by the FHWA on Decembe
NOTE: This project is in Congressional District No. 3.

Rep
bri
con
pro
as

ROW-
Acc
Par
com

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-5-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

JECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99W, 0.2 Mi. N. of N. Broadway (Portland)	ADT	N/A	N/A	95	10	Oregon	41	144	11

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ils (1 Br.)								ROS-	306	(18)		

ion 210) Elimination of Roadside Obstacles

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. P — FEDERAL-AID: 9 — STATE: 1W — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 99W, 0.2 mi. N. of N. Broadway (Portland)						Replace existing bridge rail with conc. GM rail. RR protective service as required.
ROW								
ONST (CODE) PICS 221		"Interstate Ave. Grade Separation Sec."	0.08	66,000	59,400	6,600		ROW-N/A; Access control-full; Parking restrictions-complete
		PROJECT TOTALS	0.08	66,000	59,400	6,600		

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 3.

-OVER-

USCOMM DUSCOMM-DC 48808-P61

INTERSTATE AVE. GRADE SEPARATION SECTION
PROJECT NO. ROS-306(18)

REMARKS continued

Existing Facility: U'xing SB Interstate Ave.; Br. No. A7115; RCDG viaduct; L 1141'; H.C. 30'; H-20 loading; one-way with 2-lane capacity.

Project Data: The work consists of removal of existing bridge rail from each side of the southerly 411 feet (along centerline) of the structure and replace with single-face concrete GM rail, removal of existing temporary guard rail from roadway and incidental items common to this type of project. RR protective service as required.

2240

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

.....Salem, Oregon.....

.....March 17, 1975.....

FILE: Br. 7115

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

SUBJECT:
Interstate Ave. Grade Separation
Pacific Highway West
Bridge 7115
Guardrail Replacement Programing

Contingent upon fund availability, please program the subject proposed guardrail replacement job as a Title II Section 210 safety project.

Attached is a memo of the Region Engineer's recommendation, a cost estimate, and a map showing the project location. The work will consist of removing the old rail and installing GM rail on both sides of the structure for a distance of approximately 400 feet. Project extends from Station HR 299+86 to 303+97, approximate.

We are presently designing this project and it should be ready to send to the Specs Section this week.

The project has the approval of Mr. Hunter.

RWE:dh
Attachment

cc E. S. Hunter
L. W. Rulien
D. H. Moehring
E. L. Hardt
L. L. Wallace

RECEIVED
MAR 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8241 Middle Fk Malheur R (Acton) 1975
Br Sec FAS 458 E of Burns
(Grading, base, & structure)

C/A 5343- 6-18-95

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 23, 1977

Contract 8241
RS-167(4)

The Honorable Dale White
Harney County Judge
Harney County Courthouse
P. O. Box 1147
Burns, Oregon 97720

Dear Judge White:

RE: Final Billing
North Fork Malheur River (Acton) Bridge Section
FAS B476

I've enclosed a copy of the Itemized Statement of Final Costs on the referenced project. The bottom line indicates the County will receive a $908.38 refund. This refund is the difference between the County's Advance Deposit and their share of the project. The County should receive this amount by mail within the next few weeks.

If you have any questions, please contact me.

Sincerely,

George Strawn

George Strawn
Region Planning Coordinator

GS/dm
Enclosure

cc: B. N. Hatcher
Project Management

Form 81-734-9123

OREGON STATE HIGHWAY DIVISION

Form 82-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Harney County Court
Courthouse
Burns, OR 97720

Attention of Mr. Joseph Miles
County Road Supervisor

Request No. (assigned by staff engineer or head of section) cc 1744

Date August 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: M. Fork Malheur River (Acton) Bridge Section
FAS B476 (formerly FAS 458)

Covered by Agreement dated 11/25/74.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$14,300.00	
		Amount Previously Transferred	10,300.00	4,000.00
		County's Share of Construction Costs	13,391.62	
		Amount Previously Transferred	10,300.00	3,091.62
		REFUND DUE COUNTY		$ 908.38

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,300.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,300.00

Give the number of the last previous request in connection with this same service. cc 1614

Credit distribution:

513-1053-297

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Regional Engineer

Approved:

Gerald Wimer, Local Gov't Engr.

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 18, 1977

County Harney Contract No. 8241 Date Completed 1/30/76

FAS B476 (formerly 458) Section M. Fork Malheur River (Acton) Br.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$110,040.56
Engineering	12,715.82
Equal Opportunity	303.01
Less Liquidated Damages	-600.00
	$122,459.39
Federal Funds Collected	$ 95,676.16

Per agreement county's share of construction costs are as follows:

1/2 (122,459.39 - 95,676.16) = $13,391.62

County Advance Deposit	$ 14,300.00
County Share of Construction Costs	13,391.62
REFUND TO COUNTY	$ 908.38

Reference: Billing Form cc 1744

8241

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-121		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 1	5 3-6 FILE COPY	Project Number RS-167(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 130,337	$ 130,337
Federal funds	$ 101,910	$ 130,337
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed July 25, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 28,427."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Gruck
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 896-313

8241

STATE COPY

45

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-109	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-25-75	STATE Oregon COUNTY Harney PROJECT NO. RS-167(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 14.9 mi. NE of Drewsey, NE

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-28-75	0.118
OTHER *(Specify)*		

FUNDS pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 130,337	$ 101,910

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Tolman

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for
G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 15, 1975

Federal Aid Project
No. RS-167(4)

Middle Fk. Malheur River (action) Bridge
FAS 458 in Harney County

Project Agreement Estimate.

Type Code X081
Acton Bridge (Br. No.16191)(Sta. 7+00 to Sta. 13+25)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	20 sq.ft.	10.00	200.00
Temporary Barricade	4 only	200.00	800.00
Clearing and Grubbing	All Required		1,000.00
Embankment in Place	1,617 cu.yd.	4.00	6,468.00
Toe Trench Excavation	60 cu.yd.	8.00	480.00
Watering	50 M-gall	75.00	3,750.00
Grid-Rolled Aggregate Base	1,080 cu.yd.	8.00	8,640.00
Grid Roller with Tractor	16 hours	60.00	960.00
Guard Rail, Type 1A	188 lin.ft.	20.00	3,760.00
Rail End Pieces, Type B	4 only	50.00	200.00
Loose Ripraps, Class 100	172 cu.yd.	10.00	1,720.00

Structure

Bridge Removal Works	All Required		2,000.00
Shoring, Cribbing, etc.	All Required		500.00
Structure Excavation	50 cu.yd.	10.00	500.00
Furnish HP 12x53 Steel Piling	1,035 lin.ft.	13.00	13,455.00
Drive Steel Piles	18 only	300.00	5,400.00
Splice Steel Piles	4 only	100.00	400.00
Structural Concrete, Class 3300(90 cy)	All Required		20,170.00
80'/85' Prestressed Box Beams	7 only	5,000.00	35,000.00
Reinforcement (9000 lbs.)	All Required		4,000.00
Metal Rail	150 lin.ft.	30.00	4,500.00
3-inch Utility Pipe	83 lin.ft.	4.00	332.00
			$114,735.00

Anticipated Items

Temporary Erosion Control (E.W.)			$ 100.00
	Subtotal		$114,835.00
	Engineering		15,502.00
	Total		$130,337.00

Length of Project - - - 0.118 miles

Federal Funds	$101,910.00
State Funds	14,213.50
County Funds	14,213.50
Total	$130,337.00

Group 1 - 100%

Contract No. 8241

Prefix No. 513-1053

8241

March 18, 1976

St. Paul Fire & Marine Insurance Co.
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On March 15, 1976, we wrote to you concerning release of final payment on Contract No. 8241 awarded to Coast Marine Construction, Inc., for work on the Middle Fork Malheur River (Aeton) Bridge Section of FAS 458 in Harney County.

Final payment on this contract is $5,530.67 and the total contract amount is $111,195.56. No work was performed under force account.

Very truly yours,

C. W. Maad
COMMISSION SERVICES

sr

cc Coast Marine Construction, Inc.
2041 S.W. 58th St.
Portland, OR 97225

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8241

-3

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Middle Fork Malheur River (Acton) Bridge		WEEK ENDING: February 21, 1976
		SECTION PREFIX: 513-1053
HIGHWAY: FAS-458 Van - Drewsey Road		COUNTY: Harney
NAME OF JOB: Middle Fork Malheur River(Acton) Bridge	KIND OF WORK: Grading, Base and Structure	
CONTRACTOR: Coast Marine Construction Co., Inc.	CONTRACT NUMBER: 8241	FEDERAL AID PROJECT NUMBER: RS-167(4)
DATE OF CONTRACT: July 11, 1975	DATE WORK STARTED: July 22, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 131
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 105
PROJECT AUTHORIZATION: $130,337.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $120,002.58	ENGINEERING AUTHORIZATION $10,335.15	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $111,226.20	ENGINEERING COST TO DATE $11,727.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 85
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: January 30,1976 Date Semi-Final Sub. Anticipated February 23, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12	0.12			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,617 CY	1,080 CY			
TOTAL QUANTITIES CORRECTED TO DATE	2,785 CY	726 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,785 CY	726 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16191							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Cool			
MONDAY	Snow - Wind			
TUESDAY	Cloudy - Rain			
WEDNESDAY	Cloudy - Warm			
THURSDAY	Snow - Cold			
FRIDAY	Clear - Cool			
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
FEB 23 1976
CONSTRUCTION
SECTION

DON GLAFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office working on semi-final estimate.

This is the final report.

SIGNED B. N. Hatcher LOCATION Burns, Oregon
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

FAS #58
Harney Co

OREGON STATE HIGHWAY DEPARTMENT

Form A-191--(7-65)
SP*F294

7-75

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Harney County Court
Courthouse
Burns, OR 97720
Attention of
Mr. Joseph R. Miles
Road Supervisor

Request No. (assigned by staff engineer or head of division) cc 1614

Date

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $14,300.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Middle Fork Malheur River (Acton) Bridge, FAS 458 - B-176 Covered by agreement dated 11/25/74		
		To be retained		10,300.00
				$ 4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 14,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
513-1053-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
[redacted]
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8241

R

OREGON STATE HIGHWAY DIVISION

Region 5

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 24, 1975

The Honorable Dale White
Harney County Judge
Courthouse
Burns, Oregon 97720

NOTED
E. S. HUNTER

Dear Judge White:

RE: Middle Fk. Malheur River (Acton) Bridge Section, FAS 458, Harney Co.

I am pleased to inform you that a satisfactory bid was received for replacement of the Acton Bridge on June 19, 1975. The lowest bidder was Coast Marine Construction, Inc., 2041 S. W. 58th Avenue, Portland, Oregon 97221.

Based on the agreement and the low bid, the county's advance deposit is as follows:

Contractor's Bid	$114,735.00
Anticipated Additional Items	
Erosion Control	100.00
Contingencies (4 1/2%)	5,167.58
Engineering (9%)	10,335.15
TOTAL	$130,337.73

The county share (11%) is $14,337.15

By rounding, the county share will be $14,300.

Upon receipt of the advance deposit of $14,300, we will award the contract.

RECEIVED
JUN 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

In order to expedite the contract award, send the advance deposit directly to:

Don Harwell
County-City Engineer
State Highway Building
Salem, OR 97310

If you need additional information, do not hesitate to contact me.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc E. S. Hunter
V. E. Skoog
Don Harwell

8341

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. **Pacific Highway East U'Xing-N. Columbia Boulevard**
   Pacific Highway, Multnomah County

   Grade, Pave, Sign and Illumination Project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. **Rowena-The Dalles**
   Columbia River Highway, Wasco County

   Grade, Pave, Sign and Illumination Project

   Same as No. 1.

3. **Hilgard-LaGrande**
   Old Oregon Trail Highway, Union County

   Grade, Pave and Sign Project

   Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 459, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

8244

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June 18, 1975

Harney County Court
Courthouse
Burns, OR 97720

Attention: Don C. Filteau
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2343

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement covering construction of the Acton Bridge over the Middle Fork of the Malheur River on FAS 458.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Attorney's file 457

Transaction Number 6-26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-28-75

BY (Signature): L. W. Rulien's May 15, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
47	RS-167(4)	0.12	127,500	99,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Middle Fork Malheur River (Acton) Bridge Section Harney County State of Oregon	Grade, drain, low-type surface, and one structure

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

5-28-75

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-28-75	SIGNATURE AND TITLE D. W. Green for G. I. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO. 6-26

DATE SUBMITTED TO W. O. MAY 28 1975

FORM PR-1 (REV. 4-81) 5-15-75

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd., 14.9 mi. NE of Drewsey, NE	ADT	100*	160	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEC
	Gr., dr., Low-type Surf. & One Br.						A-5		RS-	167	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Rural Secondary	Harney	025

NAME OF URBAN AREA - - -

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	458	Co. Rd.	- - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd., 14.9 mi. NE of Drewsey, NE					
5					ROW							
5	30			3	CONST (CODE) 2010 X081	3	"Middle Fk. Malheur Riv. (Acton) Br. Sec."	0.12	127,500	99,600	13,950	13,950 (Co.)
							PROJECT TOTALS	0.12	127,500	99,600	13,950	13,950 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

MAY 28 1975
FHWA OREGON DIVISION

REMARKS

*DHV is 25

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. 6-26

O. MAY 28 1975

FORM PR-1 (REV. 4-61) 5-15-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

ER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	21 Co. Rd., 14.9 mi. NE of Drewsey, NE 69	ADT	100*	160 (66)	95 (70)(71)(72)	10	Oregon	41 (2)(3)	075 (4)(9)	47 (14)(18)

F PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Low-type Surf. & One Br. 62	(63) (65)	(66)	(69)	(70)	(71)	A-5 (72) (73)	(74) (75)	RS- 14 28	167 7 18	(4)	(24) (26)	27

ERAL FUNDS Rural Secondary

N AREA - - -

COUNTY NAME Harney CODE 025 (14)(16)

ROUTE NO. S | FEDERAL-AID 458 (32) | STATE Co. Rd. (35)(37) | U.S. - - - (41)

PROGRAM STAGE [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 44	53	(54) (58)		(59) (66)	(67) (76)			
	PE		Co. Rd., 14.9 mi. NE of Drewsey, NE						Gr., dr., low-type surf. 2-10' lanes with 4' shldrs. Const. one bridge (L. 80'), place riprap & inst. guardrail. (County to provide & maintain detour)
	ROW								
3	CONST (CODE) 2010 X081	3	"Middle Fk. Malheur Riv. (Acton) Br. Sec."	0.12	127,500	99,600	13,950	13,950 (Co.)	ROW-80 min.; Access control-none; Parking restrictions none.
			PROJECT TOTALS	0.12	127,500	99,600	13,950	13,950 (Co.)	

(16) (23) (24) (33) REMARKS

*DHV is 25

EPARED BY

OGRAM APPROVAL DATES

MAY 28 1975
FHWA OREGON DIVISION

-over-

USCOMM DUSCOMM-DC 48900-P

MIDDLE FK. MALHEUR RIV. (ACTON) BR. SEC.

PROJECT NO. RS-167(4)

Existing Facilities:

Roadway - - - 24-foot gravel surface
Structure - - 40-foot "A" frame with two 19-foot timber bent approach spans.

Adjacent Sections: 24-foot gravel surfaced roadway.

Project Data: The work, on existing alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 16191) 80 feet long with 28-foot nominal horizontal clearance; (3) grade, drain and low-type surface approach roadway, at both ends of bridge, to accommodate two 10-foot travel lanes with 4 shoulders; (4) placing riprap; (5) installing guardrail; (6) and incidental work common to this type of project.

NOTE: County to provide and maintain detour.

Roadway Type Code 2010 - - - - - - - - - Est. Cost $ 24,300
Structure Type Code X081 - - - - - - - - Est. Cost $103,200

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA February 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Ore Plan (Category 3 proje
(b) Location/design - - - Granted under the "Sec Plan" May 9, 1975.

Route Data: This is a farm-to-market road and a log hauli

Control of Utilities: The State does not have, at this ti authority to control the use of utilities on the right-of- project. A State-County agreement is being prepared to co paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

MIDDLE FK. MALHEUR RIV. (ACTON) BR. SEC.

PROJECT NO. RS-167(4)

acilities:

Roadway - - - 24-foot gravel surface
Structure - - 40-foot "A" frame with two 19-foot timber bent approach spans.

ections: 24-foot gravel surfaced roadway.

ta: The work, on existing alignment, consists of (1) removal g structure; (2) constructing one prestressed concrete box beam . No. 16191) 80 feet long with 28-foot nominal horizontal clearance; drain and low-type surface approach roadway, at both ends of accommodate two 10-foot travel lanes with 4 shoulders; (4) iprap; (5) installing guardrail; (6) and incidental work common ype of project.

unty to provide and maintain detour.

Roadway Type Code 2010 - - - - - - - - - Est. Cost $ 24,300
Structure Type Code X081 - - - - - - - - Est. Cost $103,200

ns to Minimum Standards: None

on Assistance Payments: None required.

tion, Airports, Water Development, Railroad, Recreation and l Areas: None involved.

0 Requirements: Exempt from State Clearinghouse and District nghouse A-95 review under working agreements dated April 28, 1970 t 11, 1970, respectively.

-2 Requirements: Nonmajor action project concurred in by the ruary 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan (Category 3 project).

(b) Location/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Route Data: This is a farm-to-market road and a log hauling route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

458
Harney Co.

RECEIVED
COUNTY & CITY SECTION
JUN 5 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, OR 97310

5-21-75

Attention: County & City Unit

SUBJECT: Federal Aid Project No. RS-167(4)

Highway No. FAS 458

Project Name Middle Fork Malheur River (Acton) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon,

this 21 day of May, 1975.

Harney County

Dale White
County Judge

George M. Turnidge
Commissioner

Commissioner

Copy to:- John Eaks
Walt Hart
J.H. Vorstorg
WE [illegible]

7/31/73

2341

R

~~PRO 6-2~~

ert W. Straub
XXXXXXXXXX

May 15, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-167(4)

We are submitting program data for one project, Item No. 47, Project No. RS-167(4), "Middle Fork Malheur River (Acton) Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Comission and local officials in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on June 19, 1975.

Encl.

JBtwn

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

5-15-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (10) (20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., 14.9 mi. NE of Drewsey, NE (21) (66)

ADT — PRESENT: 100* — FUTURE: 160 (66) (70) — YEAR: 95 (71) (72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., dr., Low-type Surf. & One Br. (26) (62)

NATL. FOREST (63) (65) — FH ROUTE NO. (66) (69) — SUFF. AGCY (68) — DA CLASSIF. (70) — DA AREA (71)

EMERG. YR. (72) (73) — PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): RS- (14) (23) — NUMBER: 167 (7)

CARD — CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Harney — CODE: 025 (14) (16)

NAME OF URBAN AREA: - - - (17-31)

ROUTE NO.: S — FEDERAL-AID: 458 (32) — STATE: Co. Rd. (36) (37) — U.S.: - - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 B)	(16)	41	42	43 - 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Co. Rd., 14.9 mi. NE of Drewsey, NE					
5					ROW							
5					CONST (CODE) 2010 X081		"Middle Fk. Malheur Riv. (Acton) Br. Sec."	0.12	127,500	99,600	13,950	13,950 (Co.)
							PROJECT TOTALS	0.12	127,500	99,600	13,950	13,950 (Co.)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

*DHV is 25

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-15-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 14.9 mi. NE of Drewsey, NE	ADT	100*	160	95	10	Oregon	41	075	47

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFX	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
type Surf. & One Br.								RS-	167	(4)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Harney	025	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	458	Co. Rd.	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 14.9 mi. NE of Drewsey, NE						Gr., dr., low-type surf. 2-10' lanes wit 4' shldrs. Const. one bridge (L. 80'), place riprap & inst. guardrail. (County to provide & maintain detour)
ROW								
CONST (CODE) 2010 X081		"Middle Fk. Malheur Riv. (Acton) Br. Sec."	0.12	127,500	99,600	13,950	13,950 (Co.)	ROW-80 min.; Access control-none; Parking restrictions none.
		PROJECT TOTALS	0.12	127,500	99,600	13,950	13,950 (Co.)	

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*DHV is 25

-over-

USCOMM DUSCOMM-DC 48908-P6

MIDDLE FK. MALHEUR RIV. (ACTON) BR. SEC.

PROJECT NO. RS-167(4)

Existing Facilities:

Roadway - - - 24-foot gravel surface
Structure - - 40-foot "A" frame with two 19-foot timber bent approach spans.

Adjacent Sections: 24-foot gravel surfaced roadway.

Project Data: The work, on existing alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 16191) 80 feet long with 28-foot nominal horizontal clearance; (3) grade, drain and low-type surface approach roadway, at both ends of bridge, to accommodate two 10-foot travel lanes with 4 shoulders; (4) placing riprap; (5) installing guardrail; (6) and incidental work common to this type of project.

NOTE: County to provide and maintain detour.

Roadway Type Code 2010 - - - - - - - - - Est. Cost $ 24,300
Structure Type Code X081 - - - - - - - - Est. Cost $103,200

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA February 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon A
Plan (Category 3 project).
(b) Location/design - - - Granted under the "Secondar
Plan" May 9, 1975.

Route Data: This is a farm-to-market road and a log hauling rou

Control of Utilities: The State does not have, at this time, th
authority to control the use of utilities on the right-of-way of
project. A State-County agreement is being prepared to comply w
paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

MIDDLE FK. MALHEUR RIV. (ACTON) BR. SEC.

PROJECT NO. RS-167(4)

ilities:

adway - - - 24-foot gravel surface
ructure - - 40-foot "A" frame with two 19-foot timber bent approach spans.

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: The work, on existing alignment, consists of (1) removal structure; (2) constructing one prestressed concrete box beam No. 16191) 80 feet long with 28-foot nominal horizontal clearance; rain and low-type surface approach roadway, at both ends of commodate two 10-foot travel lanes with 4 shoulders; (4) ap; (5) installing guardrail; (6) and incidental work common of project.

y to provide and maintain detour.

adway Type Code 2010 - - - - - - - - - Est. Cost $ 24,300
ructure Type Code X081 - - - - - - - - Est. Cost $103,200

o Minimum Standards: None

ssistance Payments: None required.

n, Airports, Water Development, Railroad, Recreation and reas: None involved.

Requirements: Exempt from State Clearinghouse and District ouse A-95 review under working agreements dated April 28, 1970 , 1970, respectively.

Requirements: Nonmajor action project concurred in by the y 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan (Category 3 project).
(b) Location/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Route Data: This is a farm-to-market road and a log hauling route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

8241

FAS458

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Burns, Oregon
April 30, 1975

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE FILE: ☐
☐ RDE

MAY 2 1975
RECEIVED
REGIONAL OFFICE

B. N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

SUBJECT: Middle Fork Malheur River
(Acton) Bridge Section

TO: W. E. Schwartz
Regional Engineer
La Grande, Oregon

The accompanying Preliminary Grading and Aggregate Subbase Plans for the subject project have been reviewed and the following comments were noted.

Add to plans

There is another private road approach located on the southwesterly side of the road at station 9+75. This is a field approach much the same as the one on the opposite side, but steeper in grade. It was shown on the vicinity map, but apparently overlooked on the plans. This will probably necessitate a curved radius rail off the S.W. corner of the bridge. It will not be possible to move the approach back on line very much due to a change in land ownership at the fence corner near here.

The elimination of the curve and superelevation is covered in my letter of April 23, 1975 commenting on the Bridge Plans.

The quantity and extent of riprap shown on the plans is excessive. Concur DC Riprap around the bridge ends only would be adequate. There is no history of the road or end fills ever washing out in this location. There is a natural rock formation protecting the N.W. end of the structure and road. Some additional riprap to protect the fill on the S.E. end of the bridge would not be detrimental, but only about 1/3 of the amount that is shown. The riprap source is somewhat limited. What is presently at the bridge site could be salvaged and reused as well as utilizing the broken concrete out of the existing bridge abutments and piers.

Not enough riprap
Use rock

The grid-rolled aggregate subbase looks fine. There is an adequate source nearby. This same material could be used for the fill material required. There is no mention as to how this fill will be paid for; as excavation or embankment in place.

All other details appear to be satisfactory.

BNH:kf
cc:file

cc Terpis

RECEIVED
ROAD DESIGN SECTION

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Heger ____ Wolfe ____

Return Discuss Do File Copy Due ____

BY FINAL DESIGN ENGINEER

JUDGE DALE WHITE
COMM. GEORGE PURDY
COMM. FRANK G. WHITE

April 16, 1975

AREA CODE 503-573-6356
P.O. BOX 1147 BURNS, OREGON 97720

Mr. Robert H. Prange
County-City Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Prange:

Enclosed is an approved plan for the Acton Bridge on the Middle Fork of the Malheur River in Harney County.

The Court would appreciate it if you would consider the feasibility of converting the present 80-foot span into two 40-foot sections with a bent in the middle. We are under the impression that this might be a more economical structure than the one you proposed.

If this is not feasible, you have our permission to go ahead with the proposed design.

Sincerely,

Dale White

Dale White
County Judge

Copy of letter and plans to Bridge Section 4/21/75 RR

DW:ed

Enclosure

RECEIVED
COUNTY & CITY SECTION
APR 18 1975
✓ ENGR. ☐ COOR. ✓ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FAS 458
Harney Co

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
March 27, 1975

RE ☐ RDE ☐ RME ☐
RDE ☐
RECEIVED REGIONAL OFFICE

SUBJECT: Middle Fork Malheur River
(Aeton) Bridge Section

To: W.E. Schwartz
Regional Engineer
La Grande, Oregon

I have reviewed the enclosed preliminary plans on the subject project and found them to be acceptable.

There was some concern by the county as to raising the finish grade by approximately four feet. They felt that this may put the toe of the slopes outside the existing fences. In reviewing this with the County Road Supervisor, Herb Fawcett, he indicated that to the best of his knowledge there is 80 feet of R/W at this location. This would indicate that portions of the fence are inside the R/W. As near as I can see, there is only one small corner of fence that will need to be moved. Mr. Fawcett indicated that he would contact the land owner(s) and have the fence moved by county forces.

The only other conceivable problem would be a small irrigation canal bridge approximately 300+ feet N.W. of the proposed structure. It will be necessary to match the grade on this structure. Tapering the four feet of difference out in this distance will not create too steep of a grade. Mr. Fawcett said that the county will probably rebuild this irrigation structure in the future and raise the grade accordingly.

There was a misinterpretation on the County Road FAS-C Project Request. The type of traveled surface is listed as an A.C. or Penetration Mat. This was thought to be the bridge deck instead of the approaches. All that the county desires for the approaches is a gravel surface similar to the existing road. A grid-rolled pit run would be adequate. They will furnish a letter to this effect if necessary.

A suitable source of material is located approximately 3/4 mile S.E. of the proposed structure. It is located on private land and has been used before. Mr. Fawcett said that he would contact the landowner and make arrangements to obtain the material. The next closest source is a county pit located 10 miles east of the project. If a small royalty is required on the material from the private source, it would still be cheaper than a haul this far.

RECEIVED
COUNTY & CITY SECTION
MAR 31 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Truly yours,

B.N. Hatcher

B.N. Hatcher
Resident Engineer

CC: Herb Fawcett
File

HIGHWAY DIV.
P.O. Box 850
La Grande, Oregon

ble Dale White
nty Courthouse
gon 97720

White:

a copy of the
Fork Malheur Ri
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regon Action Pl

thing requiring
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: environmental
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fas 458
Harney Co

OREGON STATE HIGHWAY DIVISION

P.O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
XXXXXXXXXX

March 26, 1975

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ HPE ☐

The Honorable Dale White
Harney County Courthouse
Burns, Oregon 97720

Dear Judge White:

Attached is a copy of the approved Environmental Assessment which classifies the Middle Fork Malheur River (Acton) Bridge, Van-Drewsey Road, FAS 458, as a Category 3, Non-major Class, which will not require a public hearing under the Oregon Action Plan for Transportation Planning.

There is nothing requiring the county to conduct public hearings on the project unless the county feels there is a need for a hearing.

If the court feels there is no need for a public hearing, please send me a letter stating in effect that:

1. The environmental assessment has been reviewed by the county.
2. The county agrees with the Category 3, Non-major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.
4. The county feels there is no need for a public hearing.
5. The county has considered the social, economic and environmental aspects of the project and does request location and design approval from the State.

If the court feels there is a need for a public hearing, please advise me at once so that the proper steps may be taken.

Sincerely,

W. E. Schwartz
Regional Engineer

By R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment
cc: Don Harwell
C.K. Ansell
Vern Allen, Barry Hatcher

FAS 458
Harney

SALEM, OREGON

March 21, 1975

Mr. Roger Lang, Region 5
Federal Aid Engineer

Robert H. Prange
Rural Engineer
County & City Unit

Middle Fork Malheur River (Acton) Bridge
Van-Drewsey Road, FAS 458
Harney County

Attached are two copies of the approved environmental assessment which classifies the subject project in a Category 3, non-major classification, which means according to our latest information that a hearing will not be required for the subject FAS-C project.

Since there is no requirement for a hearing for Harney County's project, unless of course the county feels a need for one, all that is needed now is a letter from the county stating in effect that:

1. The environmental assessment has been reviewed by the county.

2. The county agrees with the Category 3, non-major classification.

3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.

4. The county feels there is no need for a public hearing.

5. The county has considered the social, economic, environmental effects, and engineering aspects of the project and does request location and design approval from the State.

RHP:ljt
Att.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Robert W. Straub

March 11, 1975

Mr. Herbert W. Fawcett
Road Supervisor
Harney County
Courthouse
Burns, Oregon 97720

Re: Middle Fork Malheur River
(Acton) Bridge Section
Van-Drewsey Road, FAS 458
Harney County

Dear Mr. Fawcett:

We are concerned that the existing right-of-way may not be adequate to contain the slopes for the approaches to this new bridge. The elevation of the deck on the new bridge is about 4½ to 5 feet higher than the existing bridge.

The enclosed map shows the sketched slopes. Are the fences on the right-of-way line, or is the right-of-way line outside the fence line and parallel with the old center line? Please contact us about this matter.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

N (approx.)

flow

2:1

1½:1

30°

"P" 10+00

9+50

10+00

45°

2:1

1½:1

2:1

fence

Flat

flow

70°

76

72

92%

45°

82

84

84

86

56

11+00

92%

86

86

84

30°

82

82

Scale: 1"=10'-0"
(both directions)

Acton Bridge

Flat

Br 16191

Acton Br

fence

82

82

84

84

86

86

2:1

1½:1

1½:1

11+00

℄ "P"

7+38

86

86

86

84

30°

84

82

1½:1

2:1

fence

FAS 458
Harney Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 27, 1975

Salem, OR 97310

FILE:

SUBJECT: Middle Fork Malheur River
Acton Bridge Site
Van-Drewsey Road (FAS 458)
Harney County

TO: File

Acton Bridge crosses the Middle Fork Malheur River approximately 16 miles N.W. of Drewsey on FAS 458 in Section 19, T19S, R34E. Purpose of the project is to replace the existing timber truss which was built in 1956.

HISTORY

Herb Fawcett, Harney County Road Superintendent, indicated that there is a build-up of gravel and silt, approximately four or more feet in depth, under the northwesterly end of the structure. He felt that this build-up could be caused, in part, by the solid concrete bridge piers which are skewed approximately 30° to the direction of stream flow. He further indicated that two large logs embedded in a gravel bar, about 400 feet downstream from the bridge, also contribute to the deposition of gravels by creating slack-water at the crossing. Erosion is not a problem, although some scour has occurred at the southeasterly pier.

HYDROLOGY

Middle Fork Malheur River drains an area of approximately 220 sq. mi. at Acton Bridge. Regional analysis of stream gaging data indicates that the following discharges could be developed at the crossing.

50-yr. flood	5200 cfs.
30-yr. flood	4000 cfs.
25-yr. flood	3800 cfs.
10-yr. flood	2600 cfs.

The maximum flood of known record, at the bridge, occurred in 1964 and has an estimated recurrence frequency of 30-years. This flood was selected for the hydraulic design of the new bridge opening.

According to Mr. Fawcett, who has been in the area for the past 35 years, the roadway has not been inundated; however, in 1964 highwater was at the bridge deck level (elevation 3792.8 ft. MSL) with estimated velocities of 7-12 fps. Occasionally, ice will jam in the bridge opening as it did during the 1964 flood; however, ice has not yet cause any damage to the bridge.

Hopkins ✓
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

CONCLUSION

County officials desire to increase the clearance under the new structure by at least two feet (elevation 3793.8 ft. MSL). It is suggested that the new structure span the existing channel, and that any piers placed in the river be aligned with the channel (about a 30° skew off normal to centerline). It is further suggested that the downstream channel be cleared of all large obstructions that are contributing to the gravel build-up at the bridge site. Any new embankment slopes should be protected with an 18-inch-thick blanket of Class 100 rip rap.

Richard L. Lenz
Hydraulics Engineer

by Von E. Hemmert

Von E. Hemmert
Hydraulics Specialist

VEH:jk

cc: Victor D. Wolfe
W. E. Schwartz
Harold Reynoldson
Walt Hart
Hal Versteeg

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – c.f.s.	4,000	———	———
Frequency - yrs.	30	100	≈ 30
H.W. Elevation Natural Channel	3792.8	———	3792.8
H.W. Elevation Channel Change	———	———	———
Ave. Velocity - f.p.s.	7.0	———	———

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MIDDLE FORK MALHEUR RIVER
(ACTON) BRIDGE SITE
VAN - DREWSEY ROAD (FAS 458)
HARNEY COUNTY

COMPILED BY
V. E. HEMMERT

DATE
FEB. 25, 1975

8941

R

FORM S-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 26, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
N. Fork Malheur River Bridge
(Acton Bridge)
Harney County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

APPROVED
E. S. Hunter
E. S. Hunter
Date 3-3-75

3-4-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8241

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 20, 1975

In reply refer to: 10ADA.A

SUBJECT: Oregon Project RS-167(-)
N. Fork Malheur River Bridge (Acton Bridge)
Harney County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 30, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

Jack L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

A. L. JOHNS

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO
FOR
Info | Inves | R/W | C&R | Sec | ... | ...

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 15, 1975

A. PROJECT IDENTIFICATION

Name of Project Middle Fork Malheur River Bridge (Acton Bridge) RS-167(-)
(Section)

Location of Project -At Drewsey-Three miles north of ION (U.S. 20)
(Highway Name) (Highway No., US - ORE)

(City) Harney (County) 5 (Region)

Program FAS-C (75) (Funding) $100,000 (Estimated Cost) (FAS 458) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To enhance safety by providing a wider bridge. Width would be increased by about 8 feet.

Origin and History: FAS-C project. Approved by Transportation Commission November 25, 1974. Present 20-foot wide structure constitutes a safety hazard; utilized by ranch and logging traffic.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Present and proposed structure are about 80 feet in length.

Termini Bridge at Drewsey - 3 miles north of ION, and about 42 miles northeast of Burns.

Alignment (new or existing) Existing

CATEGORY 3 PROJECT
NON MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Project would not require additional right-of-way.

Typical Section Proposed bridge would provide two travel lanes.

Bikeway N/A Rural environment

Structures Reinforced concrete

Additional Facilities N/A

Access Control N/A

Materials N/A

Borrow and Waste Disposal Contractor will dispose of old bridge materials.

Special Construction Methods During construction county will detour traffic.

Characteristics (ADT) Approximately 70 vehicles in addition to 60 log trucks per day for 6 month season.

Other General Information (or Supplemental information to items) In consideration of logging and irrigation activities, bridge construction would not commence until after July 1, 1975.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Because of the limited scope of the proposed project, no location or design alternatives have been considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Coordination with OSHD Federal Aid Engineer and Harney County.

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies The State Highway Division agreed to provide the necessary engineering and environmental data for this FAS-C project.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The proposed project is situated in a high desert environment of central eastern Oregon, at an elevation of about 4200 feet msl. The average annual precipitation is probably around eleven inches. In this section of Oregon, freezing temperatures could occur during any month. The growing season probably averages between sixty and ninety days.

Local terrain consists of sagebrush flats or old river terraces enclosed by steep to rolling sagebrush covered hills. The Middle Fork of the Malheur River is bordered by riparian vegetation, particularly willow (salix, spp.). There are no trees of significance in this area. The river supports catfish, whitefish and some rainbow trout. Unlike many other rivers in this type of environment, the Middle Fork maintains a good flow throughout the summer. Large game animals and gamebirds frequent the surrounding area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land contiguous to the existing bridge is utilized for pasture and the growth of hay crops. A buried telephone cable will have to be removed prior to construction. No other utilities are in conflict. The rural setting and nature of the proposed project preclude problems associated with noise and air pollution.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Existing right-of-way to be utilized.

   Consequences: N/A

2. Estimated Changes in Traffic Patterns:

   None

   Consequences: N/A

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

N/A

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable): N/A

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

N/A

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

N/A

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

N/A

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

R. 31 E.

R. 32 E.

VAN

Coyote Cr.

Middle

VAN-FAS

T. 19S.

ACTON BRIDGE

DREWSEY Route

Muddy Cr.

FK. RD.

Malheur

458

ROAD

River

DREWSEY

T. 20S.

CREEK

Pine

HWY.

To Vale 73 mi.

OREGON

CENTRAL

T. 21S.

PINE

To Burns 27 mi.

M. FK. MALHEUR RIV. (ACTON) BR.

FAS 458

VAN-DREWSEY RD.

HARNEY COUNTY

8241

R

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

February 18, 1975

cc's sent 2-20-75

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (2)
W.E. Schwartz (2)

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

RE: Little Fork Malheur River (Action) Bridge Section
Van-Dewusey Road, FAS 458
Harney County

NOTED
E. S. HUNTER

Sagehen Hill - Hines Section
Central Oregon Highway
Harney County

The Wildlife Commission staff has reviewed prospectuses for the above mentioned projects and requests to be advised as additional planning develops.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon

JL:lo

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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ELECTION

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PREFIX NO. 513-1480

LOCATION PROSPECTUS
MIDDLE FORK MALHEUR RIVER (ACTON)BRIDGE SECTION
VAN-DREWSEY ROAD, FAS 458
HARNEY COUNTY

OTEL
P.E. JOHNS

HIGHWAY: Van-Drewsey Road; Federal-aid Secondary #458.

SITE: Approximately 15.6 miles northwesterly of the Central Oregon Highway at MP 173.24.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for replacing a structure over the Middle Fork of the Malheur River on the Van-Drewsey county road. Contractor will construct the approaches, dispose of the existing bridge, and construct and maintain a detour. Soils investigations will be conducted. Studies of past highwater data will be made to see if the design of the project will be affected. An aconomic analysis is not needed at this time.

TYPICAL SECTION: Two 10-foot travel lanes and 4-foot shoulders.

STRUCTURE: Reinforced concrete with 28-foot horizontal clearance.

UTILITIES: Routine utility adjustments.

AGREEMENTS: Routine FAS-C project.

Attachment
February 4, 1975

cc: Oregon State Wildlife Commission
Federal Highway Administration (3)
A.E. Johnson
R.L. Schroeder
L.E. George
C.T. Keasey
L.W. Rulien
V.D. Wolfe
H.S. Cox (2)
Gary Potter (4)
R.E. Olson
R.E. Royer
C.G. Swenson
F.W. Yarbrough (3)
Fish Commission of Oregon
W.E. Schwartz (6)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
J.H. Versteeg
J.M. Cartwright (3)
B.L. Gifford
A.D. Olson
J.A. Rowland
D.E. Swan
F.E. Terpin

RECEIVED
STATE HWY ENGR
FEB 5'75
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

R. 31 E.

R. 32 E.

VAN

Coyote Cr.

Middle

VAN-DREWSEY FAS

T. 19S.

ACTON BRIDGE

DREWSEY Route

M. FK.

Muddy Cr.

Malheur

458

ROAD

River

DREWSEY

T. 20S.

CREEK

Pine

HWY.

To Vale 73 mi.

OREGON

CENTRAL

T. 21S.

PINE

To Burns 27 mi.

M. FK. MALHEUR RIV. (ACTON) BR.

VAN-DREWSEY RD. FAS 458

HARNEY COUNTY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
January 23, 1975

To: W.E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: Narrative - Middle Fork Malheur River (Acton) Bridge Section

The purpose of this survey was to make a Vicinity Map for Structural Design to replace the existing county bridge. The site of the proposed structure is approximately 16 miles N.W. of Drewsey on FAS 458. The survey was made under the worst possible conditions. The river was frozen over with 14" of ice and about a foot of snow on top of this. For this reason, some of the details and contours on the map may not be exactly right, but a diligent effort was made by the crew to get an accurate survey.

The clearance from the deck to the sway brace is somewhat impaired, the latter being a frequent victum of high-loaded log trucks. This and the narrow width are the primary reasons for replacing the structure. The existing bridge was built in 1956 and the timbers and concrete still appear to be quite sound. There are no piling and the existing footings are set on cemented gravel.

There is a build-up of float gravel and silt under the N.W. end of the existing bridge and extends almost to the middle of the center span. Most of the flow goes through the first span on the S.E. end of the structure. This area is scoured to some extent. I believe that the major cause of this situation being the lack of skew on the bents to the present flow. The County Road Supt. also informed me that there are two large logs imbeded in a gravel bar about 400 feet downstream from the bridge and that this also contributed to the build-up of the float material in the vicinity of the bridge. He indicated that the depth of the deposited material is as much as four or more feet under the N.W. end of the structure. The Wildlife Commission has eliminated the possibility of cleaning the channel in this area because it is classed as a spawning bed. The County officials desire to raise the under clearance on the new structure by at least two feet above the old. I believe that by doing this and getting the proper skew on the bents, this situation should be alleviated; possibly the river may even reclaim its original channel.

There is a large rock outcrop just north of the N.W. end of the bridge. I understand that the County at one time considered removing it. It does

not appear to restrict the flow of the river in any way and I think it would protect the end fill from washing out in a high water situation.

There is a buried P.N.B. telephone cable in the county road and it crosses the bridge in a 2" conduit attached to a 2"x6" board on the upstream side. There are no other utilities involved.

All elevations shown were taken from a T.B.M. with an assumed elevation of 100.00 feet. In the latter stages of the survey, an elevation was run into the T.B.M. from a Forest Service B.M. some distance away, so the elevations may be converted if it is so desired.

Truly yours,

B.N. Hatcher

B.N. Hatcher
Resident Engineer

BNH: al
CC: Herb Fawcett
file

OREGON STATE HIGHWAY DIVISION

FILE:

La Grande, Oregon
January 22, 1975

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Revised Application
FAS-[illegible] Project
Middle Fork Malheur River
(Acton) Bridge Section
FAS 458
Harney County

TO: Don Harvell
Assistant Engineer
County-City Unit

S A L E M

During the vicinity map preparation, Barry Hatcher, Resident Engineer, contacted the Harney County Court concerning various aspects of the proposed project. The court's thinking and wishes have made it necessary to revise the application in several instances.

Attached is a copy of the application showing the desired revisions, which have been initialed by Judge Dale White (DW), Roadmaster Herbert W. Fawcett (HWF) and dated 1-16-75.

Particular attention is directed to the following items:

Title Page	Project Description
Page 2, item 22 & 23	Concerning detours
Page 3, item 32	Concerning timing of contract letting

Also, it is noted the sketch map indicates the wrong range line, should be in R 34E.

Please advise if you need further information.

RECEIVED
COUNTY & CITY SECTION
JAN 23 19[illegible]
ENGR. COOR. [illegible]
UPE CE RE RPE

RCL:je
Attachments

cc: Judge Dale White
Barry Hatcher
J. N. Verstoeg
Walt Hart

8341

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE November 18, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Project**

Attached is a tabulation describing a proposed Federal Aid Secondary project in Harney County.

This project request is to replace the Acton Bridge on FAS 458 over the Middle Fork Malheur River. The FAS funds required for this structure are estimated to be approximately $100,000 ($11,000 of which will be the cost to the State).

This project will be on the agenda for the November 25 meeting and I recommend your approval.

bc: C. W. Head (w/att.)
George M. Baldwin "
A. E. Johnson "
E. S. Hunter "
R. L. Schroeder "
H. S. Coulter "
L. W. Rullen "
W. J. Hart "
W. E. Schwartz "
H. S. Cox
Gary Sund
Jack Graham

HR:sr srb

PROPOSED FISCAL YEARS 1974 and 1975 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programed Amount	State Share
Harney	458	Middle Fork Malheur River (Acton) Bridge Section Van-Drewsey Road	$100,000	$11,000
		Total	$100,000	$11,000

Summary By Fiscal Years (FAS Funds)	1974	1975	Total
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	962,000	5,070,000
Unprogramed Balance	--	3,290,000	3,290,000
Projects Proposed 11/25/74	--	100,000	100,000
Unprogramed Balance	$ --	$3,190,000	$3,190,000

74-g
11/13/74

HARNEY COUNTY
Proposed FAS-C Project

FAS 458: Middle Fork Malheur River (Acton) Bridge Section, Van-Drewsey Road. Structure, $100,000.

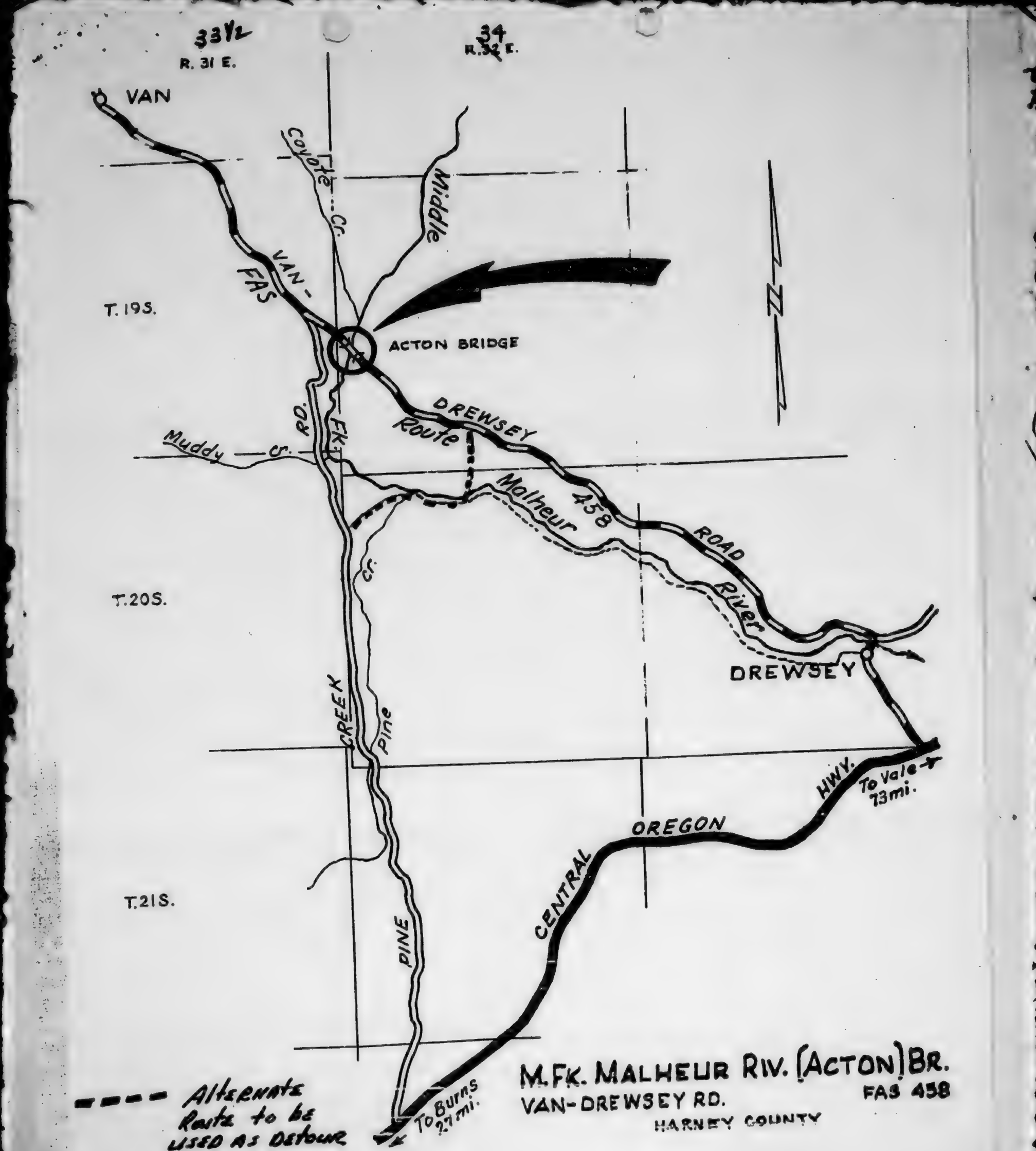
Construct a reinforced concrete bridge with a 28-foot roadway. Contractor will also construct the approaches, remove and dispose of existing bridge, and be responsible for constructing and maintaining a detour.

No additional right-of-way.

Hearing not required.

Utilities are involved.

State to make full survey and plans.


33½
R. 31 E.
34
R. 32 E.
VAN
Coyote Cr.
Middle
VAN-FAS
T. 19S.
ACTON BRIDGE
DREWSEY
Route
Muddy Cr.
FK.
Malheur
458
ROAD
River
DREWSEY
T. 20S.
CREEK
Pine
HWY.
To Vale
73mi.
OREGON
CENTRAL
T. 21S.
PINE
To Burns
27 mi.
---- Alternate Route to be used as Detour
M. FK. MALHEUR RIV. (ACTON) BR.
VAN-DREWSEY RD.
FAS 458
HARNEY COUNTY

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Harney FAS No. 458 Date 10/16/74
County Road Name Van-Drewsey
Section Name Malheur River
Type of Project Bridge construction
Location of Project (Attach sketch map)
ADT Approx. 70, + 60 log trucks per day for 6 mo. each year - 20 yrs. Design Speed
Is this request for county bridge design only? Yes ____ No x
county FAS bridge design? Yes State No Design
Will County hire consultant for this project? Yes ____ No x
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC or Penetration Mat Total Travel Width 28'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
OCT 30 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__x_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use__x_____
Sparse population__x_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No__c_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes__X__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes__X__ No_____
By County_____ Contractor__X_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No__X__

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes__X__ No_____

25. Will detour be constructed and maintained by County? Yes_____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No_____

27. Will County sign project outside work area during construction?
Yes_____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Middle Fork - Malheur River

2. Name of bridge Acton Bridge

3. Dimensions of existing bridge. Length 80' Roadway Width 20'

4. Type of design and material used in existing bridge. Through A Truss
All timber on concrete piers

5. Location (please attach map with location marked):
Section 19 Township 19 S. Range 34 E. W.M.

6. Desired width of proposed bridge 28' + shoulders Approx. length 80'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete or steel

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes X No_____

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes x No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes X No_____
Traveled surface: Type Asphalt Width 28'
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes x No_____

N.W. quadrant distance from structure Approx. 80'
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure " 60'
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No X
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes X No_____ Size_____
Company Pacific Northwest Bell
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No _____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80' Minimum _____

2. Is any additional right-of-way needed? Yes _____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes ____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes _____ No ____

5. Should State prepare options? Yes ____ No ____

6. Should material source site be included in right-of-way descriptions?
Yes _____ No X

7. Is there any merchantable timber on right-of-way?
Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is charged, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: Telephone lines - Pacific Northwest Bell

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No X

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private _____ Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ _____
2. Available FAS Funds $ 100,000.
3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____
4. Date match money is available At present
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: $ ----
7. Date County requests letting: July 1, 1975

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

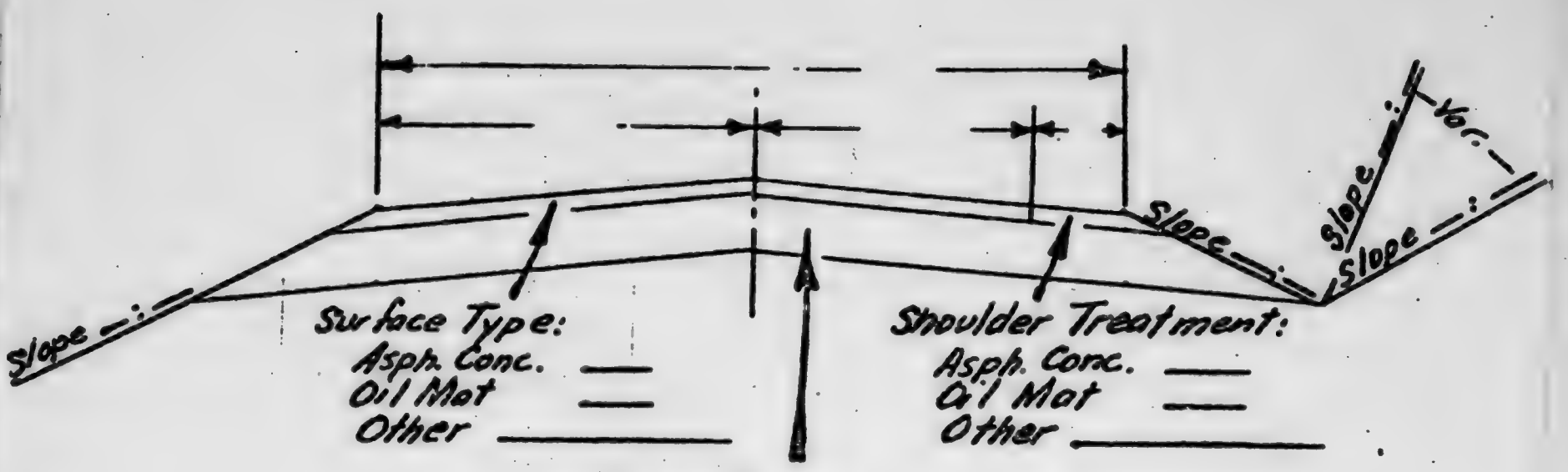
County _____

Date _____

L.C. Long Reg. Field Engr
_____
O.S.H.D. Field Engineer

Date 10-31-74

TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other _____

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other _____

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width _____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other _____

R. 31 E.

R. 32 E.

VAN

Coyote Cr.

Middle

VAN-FAS

T. 19S.

ACTON BRIDGE

DREWSEY Route

Muddy

S.

RD.

FK.

Malheur

458

ROAD

River

DREWSEY

T. 20S.

CREEK

Pine

HWY.

To Vale 73mi.

OREGON

CENTRAL

T. 21S.

PINE

To Burns 27mi.

M. FK. MALHEUR RIV. (ACTON) BR.

VAN-DREWSEY RD. FAS 458

HARNEY COUNTY

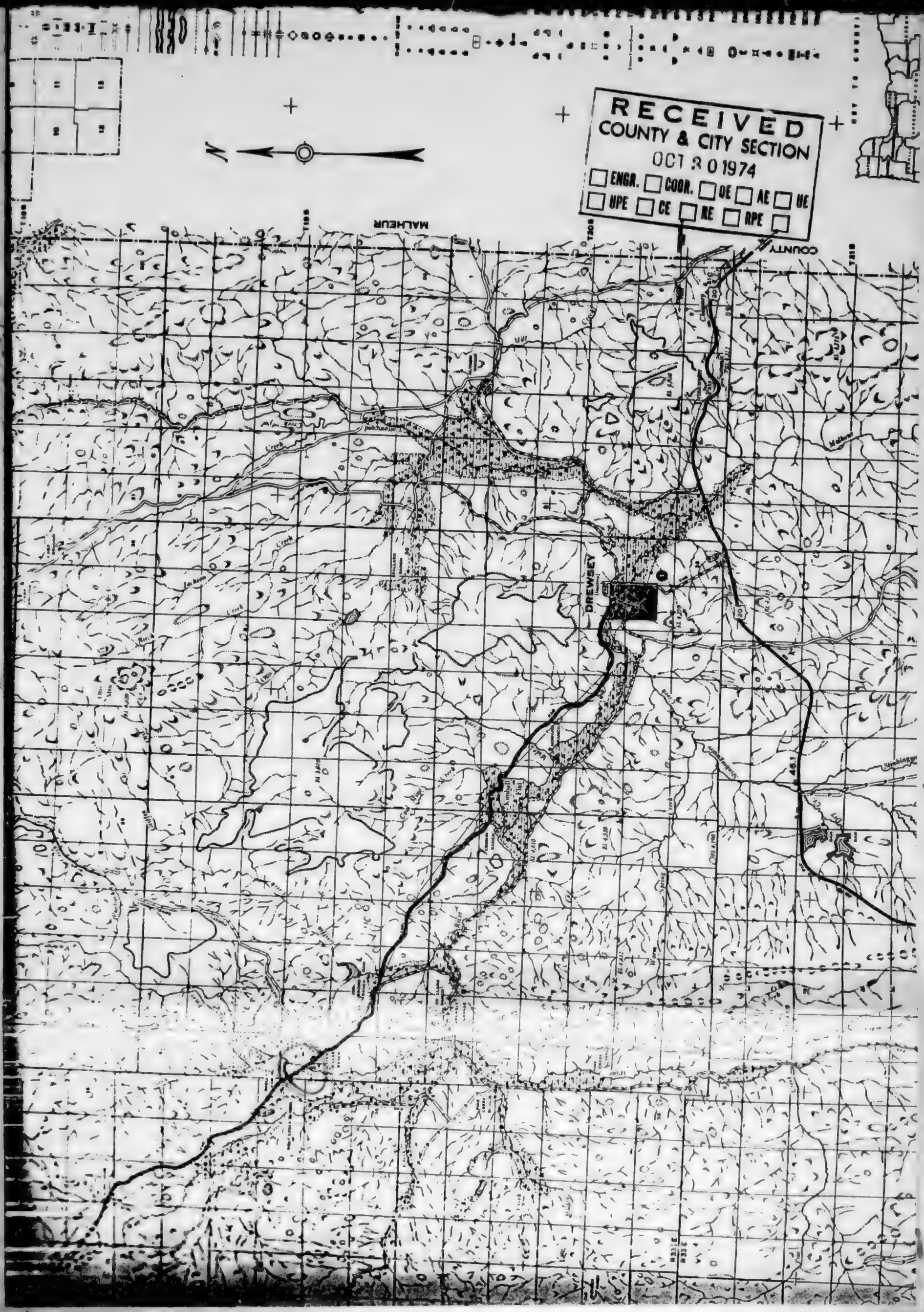
RECEIVED
COUNTY & CITY SECTION
OCT 30 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MALHEUR

COUNTY

DREWSEY

RECEIVED
COUNTY & CITY SECTION
OCT 30 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



8242 S Fk Big Butte Cr (Butte Falls) Br Sec N of Medford (Structure) 1975

C/A 5335 6-9-75

Glen Clark, Region 3
Federal Aid Engineer

August 23, 1977

R. H. Prange
Local Projects Manager

Contract 8242
RS-15-101(2)

Final Billing
S. Fork Big Butte Creek (Butte Falls) Br.
FAS A370 (formerly 15-101)
Jackson County

Two copies of the itemized statement of the final billing for the subject project are attached. Would you please forward one copy to the county and inform them that they will receive their refund in two separate checks, on in the amount of $5,000.00 and the other in the amount of $2,148.48.

RHP:lml

Attachments

OREGON STATE HIGHWAY D.[illegible]SION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Jackson County
Board of Commissioners
Courthouse
Medford, OR 97501

Attention of Mr. Robert Carstensen
Dir. of Public Works

Request No. (assigned by staff engineer or head of section) CC 1746

Date August 23, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing - S. Fork Big Butte Creek (Butte Falls) Bridge
FAS A370 (formerly FAS 15-101)

Covered by agreement dated April 30, 1974

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount retained in the advance deposit	$5,000.00	
		Refund due County		$5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 19,700.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $14,700.00

Give the number of the last previous request in connection with this same service. CC 1615

Credit distribution:
515-1064-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:

Regional Engineer

Approved:
G. W. Wimer
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date August 23, 1977

Invoice No. .....

P. O. No. .....

Jackson County
Board of Commissioners
Courthouse
Medford, OR 97501
ATTN: Mr. Robert Carstensen
Dir. of Public Works

Additional refund to Jackson County for the construction of the South Fork Big Butte Creek (Butte Falls) Bridge FAS A370 (formerly FAS 15-101)

$2,148.48

Covered by agreement dated April 30, 1974

Gerald W. Wimer

Ref. cc 1615 and cc 1746

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE:

County Jackson (formerly 15-101) Contract No. 8242 Date Completed 12/10/75

FAS A370 Section S. Fork Big Butte Creek (Butte Falls) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$158,281.55
Engineering	17,479.19
	$175,760.74
Federal Funds Collected	$150.657.70

Per agreement, county share of construction costs are as follows:

½ ($175,760.74 - $150,657.70) =	$ 12,551.52
County advance deposit	$ 19,700.00
County share of construction costs	$ 12,551.52
Refund to County	$ 7,148.48

Reference: Billing Form CC 1746

8242

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-115		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 1	5 3 76 STATE COPY	Project Number RS-15-101(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 179,421	$ 179,421
Federal funds	$ 140,289	$ 179,421
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed July 25, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 39,132."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. S. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Conley
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8242

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-105	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-25-75	STATE: Oregon COUNTY: Jackson PROJECT NO.: RS-15-101(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. E. of Butte Falls ECL, E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-28-75	0.027
OTHER *(Specify)*		

FUNDS: Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 179,421	$ 140,289

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Engineer)

for G. L. Green
Date executed by Division Engineer JUL

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

Length of Structure
Federal Funds
State Funds
Cost
Temporary Er
Anticipate
Three

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 14, 1975

Federal Aid Project
No. RS-15-101(2)

S. Fk. Big Butte Cr. (Butte Falls) Br.

FAS-15-101 County Road

Jackson County

Project agreement estimate.

Type Code X081
Structure Br. #16173 (Sta. 1+92 to 3+32)

Embankment in Place	560 cu.yds.	6.00	$ 3,360.00
Toe Trench Excavation	115 cu.yds.	5.00	575.00
Guard Rail in Stockpile	All Required		1,900.00
Loose Riprap, Class 700	365 cu.yds.	12.00	4,380.00
Shoring, Cribbing, Etc.	All Required		12,000.00
Structure Excavation	110 cu.yds.	22.00	2,420.00
Structure Excavation below Elevation Shown	10 cu.yds.	30.00	300.00
Structural Concrete, Class 3,300 (110 cu.yds.)	All Required		22,000.00
Structural Concrete, Class 4,000 (120 cu.yds.)	All Required		10,000.00
140'/145 Bulb Tee Prestressed Beams	8 only	9,250.00	74,000.00
Reinforcement (43,100 lbs.)	All Required		15,000.00
Three Tube Steel Railing	317 lin.ft.	38.00	12,046.00
			$ 157,981.00

Anticipated Item

Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$ 158,081.00
	Engineering	21,340.00
	Total	$ 179,421.00

Length of Structure 0.027 mile

Federal Funds	$ 140,289.00
State Funds	19,566.00
County Funds	19,566.00
Total Cost	$ 179,421.00

Group 1 100%

Contract No. 8242

Prefix No. 515-1064

8242

45

May 12, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8242 awarded to Hamilton Construction Co., for the S. Fork Big Butte Creek (Butte Falls) Bridge on FAS 15-101 in Jackson County was completed on December 10, 1975, and accepted by the Administrator and State Highway Engineer on May 6, 1976.

Final payment in the amount of $8,275.06 will be released to the contractor after May 17, 1976. The total contract amount is $158,281.55 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

cc Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8242

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. FORK BIG BUTTE CREEK (BUTTE FALLS) BRIDGE		WEEK ENDING: MARCH 27, 1976
HIGHWAY: FAS-15		SECTION PREFIX: 515-1064
		COUNTY: JACKSON
NAME OF JOB: S. FK. BIG BUTTE CRK. (BUTTE FALLS) BR.	KIND OF WORK: STRUCTURE	
CONTRACTOR: HAMILTON CONSTRUCTION COMPANY	CONTRACT NUMBER: 8242	FEDERAL AID PROJECT NUMBER: RS-15-101(2)
DATE OF CONTRACT: JULY14, 1975	DATE WORK STARTED: OCTOBER 13, 1975	ESTIMATED COMPLETION DATE: DECEMBER 10, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 139
PROJECT AUTHORIZATION: $179,421.94	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92.9%
EXCLUSIVE OF ENGINEERING: $165,194.95	ENGINEERING AUTHORIZATION $14,227.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $165,194.95	ENGINEERING COST TO DATE $14,766.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	THIS WEEK: 58.57	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 103.8%	DECEMBER 10, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Prtly Cldy/Warm	0		
MONDAY 22	Cloudy/Rain	0		
TUESDAY 23	Cloudy/Cold	0		
WEDNESDAY 24	Rain/Windy/Cold	0		
THURSDAY 25	Prtly Cldy/Warm	0		
FRIDAY 26	Cloudy/Cool	0		
SATURDAY 27		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 29 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 21	No activity all week.
MONDAY 22	
TUESDAY 23	
WEDNESDAY 24	
THURSDAY 25	
FRIDAY 26	
SATURDAY 27	

REMARKS

STATUS: Project complete except for submittal of documentation on wage dispute settlement. Third Notification being held up pending this settlement. —? Semi-Final estimate sent March 18, 1976.

NOTE: This is the FINAL Weekly Report for this project.

NOTE: An $8,000.00 claim has been submitted and returned to the contractor for further documentation.

SIGNED Keith L. Martin
KEITH L. MARTIN, RES. ENGR. LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FAS 15-101
Jackson Co
A370

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F284

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Jackson County
Board of Commissioners
Courthouse
Medford, OR 97501

Attention of
Mr. Robert Carstensen
Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1615

Date

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction

Advance Deposit $19,700.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the S. Fork Big Butte Creek (Butte Falls) Bridge, FAS 15-101 Covered by agreement dated 4/30/74		
		To be retained A370		14,700.00
				$ 5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 19,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
515-1064-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:

Division Engineer

Approved:
G. W. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8242

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 15, 1975

SUBJECT: Federal-aid Highway Program Obligations
Employment Reporting FY 1975

In reply refer to: 1041EC.1/460.7

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have randomly selected the following three projects from the 24 Federal-aid construction projects awarded during the month of June. These are to be added to those previously selected for reporting the amount of employment generated by highway construction.

ROS-000S(7) Corvallus, Albany, and Lyons Area Safety Project
RS-15-101(2) S. Fork Big Butte Creek Bridge
U-RF-52(10) Chehalem Creek (Newberg) Section

We are forwarding sets of forms FHWA-1470 to your Construction Section for each of these projects to facilitate the reporting of the data requested in the April 7 FHWA Notice No. 4520.28.

This is the last group to be selected bringing the total number of projects involved in this study to 11: 2 from the March awarding, 2 from April, 4 from May, and 3 from June.

In addition to information required on the above mentioned forms we have been asked to furnish total dollar value of highway contracts underway during the reporting period. We can initiate these totals by summarizing the total value of contracts awarded starting with March 1975 and accumulating the totals through the last month being reported on by FHWA Form 1470. We need, however, to be advised when onsite work is completed on any of those contracts awarded since the 1st of March 1975 to allow deletion of that contract amount from the accumulative totals. This would be for both State and Federal-aid projects. Mr. Burghardt of this office will contact your Construction Section to attempt to develop some reasonable procedure to obtain that information.

G. L. Green

cc:
OSHD (Construction)

RECEIVED
JUL 18 1975

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
Coulter
FOR

3342

R

June 9, 1975

Board of Commissioners
Jackson County
Courthouse
Medford, OR 97501

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5335

Gentlemen:

Attached for your records is a fully executed copy of an Agreement covering construction of the South Fork Big Butte Creek (Butte Falls) Bridge in Jackson County on FAS 15-101.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.
hb
bc Don Harwell, (Agree. att.)

Transaction No. 6-9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 05-28-75

BY (Signature): Mr. Rulien's May 13, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 46 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
46	RS-15-101(2)	0.027	$183,200	$143,200

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
S. Fork Big Butte Cr. Bridge Section Jackson County State of Oregon	One Bridge

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		05-28-75	W. W. Cipel for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-45
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO. 6-9

DATE SUBMITTED TO W. O. MAY 28 1975

FORM PR-1 (REV. 4-61) May 13, 1975

Budget Bureau No. 41-R206

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–66): Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.		ADT	PRESENT: 350*	FUTURE (68): 600	YEAR (70)(71)(72): 95	REGION: 10	STATE NAME: Oregon						
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): One Bridge	NATL. FOREST (63)–(68)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73): 63	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) (14–23): RS-	NUMBER (23–27): 15-101					
	CLASS OF FEDERAL FUNDS: Rural Secondary						COUNTY NAME: Jackson								
	NAME OF URBAN AREA (17–31): - -						ROUTE NO. S	FEDERAL-AID (32): 15-101	STATE (36)(37): Co.Rd.	U.S. - -					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	WORK STEP (53)	TERMINI (Full description) (54–88)	MILES (89–93)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (94–106)	FEDERAL FUNDS (107–118)	STATE FUNDS	OTHER FUNDS
5					PE		Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.					
5					ROW							
5	30			3	CONST (CODE) X081	3	"S. Fork Big Butte Cr. (Butte Falls) Br. Sec."	0.027	183,200	143,200	20,000	20,000 (Co.)
							PROJECT TOTALS	0.027	183,200	143,200	20,000	20,000 (Co.)

CARD	CODE	PREPARED BY	REMARKS
1	1		
1	14	PROGRAM APPROVAL DATES: MAY 28 1975	

*DHV is 60.

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO. 6-9

MAY 28 1975

FORM PR-1 (REV. 4-61)

May 13, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.	ADT	350*	600	95	10	Oregon	41	075	46

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
idge						83		RS-	15-101	(2)		

FUNDS: Rural Secondary

AREA: - -

COUNTY NAME: Jackson CODE: 029

ROUTE NO.: S FEDERAL-AID: 15-101 STATE: Co.Rd. U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.						Construct one pre-stressed conc. beam br. (L. 140'). Furnish guardrail & place riprap.
	ROW								(County to const. approach roadways, install guardrail & remove ext'g bridge)
	CONST (CODE) X081	3	"S. Fork Big Butte Cr. (Butte Falls) Br. Sec."	0.027	183,200	143,200	20,000	20,000 (Co.)	ROW - 60' min.; Access Control-none; Parking Restrictions-none.
PREPARED BY			PROJECT TOTALS	0.027	183,200	143,200	20,000	20,000 (Co.)	

PROGRAM APPROVAL DATES

MAY 28 1975

FHWA OREGON DIVISION

*DHV is 60.

REMARKS

-over-

USCOMM DUSCOMM-DC 48605-P61

S. FK. BIG BUTTE CR. (BUTTE FALLS) BR. SEC.

PROJECT NO. RS-15-101(2)

Existing Facility: Timber pony truss; L. 170'; H.C. 24'-3".

Adjacent Sections: 20-foot bituminous surfaced travel lanes with 4-foot gravel shoulders.

Project Data: Construct, on improved alignment, one prestressed concrete bulb-T beam bridge (Br. No. 16173) 140 feet in length having a horizontal clearance of 32 feet. Place riprap. Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to construct roadway to each end of structure, install guardrail and remove existing bridge.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - A-95 review approval letter dated June 6, 1974.
(b) District 8 Clearinghouse- Notice of Intent was submitted on May 3, 1974 and has lain before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA March 4, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.
(b) Location/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, mail route and log hauling route.

NOTE: This project is in Congressional District No. 4.

S. FK. BIG BUTTE CR. (BUTTE FALLS) BR. SEC.

PROJECT NO. RS-15-101(2)

sting Facility: Timber pony truss; L. 170'; H.C. 24'-3".

acent Sections: 20-foot bituminous surfaced travel lanes with oot gravel shoulders.

ject Data: Construct, on improved alignment, one prestressed crete bulb-T beam bridge (Br. No. 16173) 140 feet in length having rizontal clearance of 32 feet. Place riprap. Furnish and stock- at the site necessary guardrail for approach roadways.

: County to construct roadway to each end of structure, install drail and remove existing bridge.

tions to Minimum Standards: None.

cation Assistance Payments: None involved.

em Action, Airports, Water Development, Railroad, Recreation and orical Areas: None involved.

0-1-70 Requirements:

(a) State Clearinghouse - - - A-95 review approval letter dated June 6, 1974.
(b) District 8 Clearinghouse- Notice of Intent was submitted on May 3, 1974 and has lain before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse review or comments will be received.

7-7-2 Requirements: Nonmajor action project concurred in by the March 4, 1975.

7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.
(b) Location/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, mail route and log hauling route.

NOTE: This project is in Congressional District No. 4.

Copy to: John Oaks
Walt Hart
C. G. Swanson
Glen Clark - Reg III

FAS 15-101
Jackson Co.

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, OR 97310

5-21-75

Attention: County & City Unit

SUBJECT: Federal Aid Project No. **RS-15-101(2)**

Highway No. **FAS 15-101**

Project Name **S. Fork Big Butte Cr. (Butte Falls) Br. Sec.**

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon,

this 21 day of May, 1975.

Jackson County

Tom Moore
Chairman

Isabel H. Nichols
Commissioner

Jon Dreyer
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 27 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

7/31/73

8242

PRO 6-2

Robert W. Straub May 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-15-101(2)

We are submitting program data for one project, Item No. 46, Project No. RS-15-101(2), "South Fork Big Butte Creek (Butte Falls) Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on June 19, 1975.

One copy of State Clearinghouse A-95 review approval letter dated June 6, 1974 was previously forwarded as separate transmittal.

Encl.

JG:js

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

May 13, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd., 0.5 mi. E. of Butte Falls ECL, E. 65	ADT	PRESENT 350*	FUTURE (66) 600	YEAR (70)(71)(72) 95	REGION 10	STATE NAME Oregon	STA CO (2)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 One Bridge 62	NATL. FOREST (63)(68)	FH ROUTE NO. (69)(70)	SUPV AGCY (71)	DA CLASSIF. (72)	DA AREA (73)	EMERG. YR. (72)(75)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) (14) RS- (23)	NUMBER (7) 15-101	SEQ. (
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Jackson			CODE (14)(16) 029	
	NAME OF URBAN AREA 17-31 - -						ROUTE NO. S	FEDERAL-AID 15-101 (22)		STATE Co.Rd. (36)(37)	U.S. - - (41)

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE (43-46)	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1							Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.					
3					PE							
3					ROW							
3	-				CONST (CODE) X081		"S. Fork Big Butte Cr. (Butte Falls) Br. Sec."	0.027	183,200	143,200	20,000	20,000 (Co.)
							PROJECT TOTALS	0.027	183,200	143,200	20,000	20,000 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(10) (23) (24) (28) REMARKS

*DHV is 60.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

May 13, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.	ADT	350*	600	95	10	Oregon	41	075	46

OSED WORK (35 typewriter	NATL. FOREST	FM ROUTE NO.	SUFF. ACCT.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ge								RS-	15-101	(2)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Jackson	029	1 OR X 2
A - -	ROUTE NO. S	FEDERAL-AID 15-101	STATE Co.Rd.	U.S. - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 0.5 mi. E. of Butte Falls ECL, E.						Construct one pre-stressed conc. beam br. (L. 140'). Furnish guardrail & place riprap.
ROW								(County to const. approach roadways, install guardrail & remove ext'g bridge)
CONST (CODE) X081		"S. Fork Big Butte Cr. (Butte Falls) Br. Sec."	0.027	183,200	143,200	20,000	20,000 (Co.)	ROW - 60' min.; Access Control-none; Parking Restrictions-none.
D BY		PROJECT TOTALS	0.027	183,200	143,200	20,000	20,000 (Co.)	

M APPROVAL DATES

REMARKS

*DHV is 60.

-over-

USCOMM DUBCOMM-DC 46805-P61

S. FK. BIG BUTTE CR. (BUTTE FALLS) BR. SEC.

PROJECT NO. RS-15-101(2)

Existing Facility: Timber pony truss; L. 170'; H.C. 24'-3".

Adjacent Sections: 20-foot bituminous surfaced travel lanes with 4-foot gravel shoulders.

Project Data: Construct, on improved alignment, one prestressed concrete bulb-T beam bridge (Br. No. 16173) 140 feet in length having a horizontal clearance of 32 feet. Place riprap. Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to construct roadway to each end of structure, install guardrail and remove existing bridge.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - A-95 review approval letter dated June 6, 1974.
(b) District 8 Clearinghouse- Notice of Intent was submitted on May 3, 1974 and has lain before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA March 4, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.
(b) Location/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, mail route and log hauling route.

NOTE: This project is in Congressional District No. 4.

S. FK. BIG BUTTE CR. (BUTTE FALLS) BR. SEC.

PROJECT NO. RS-15-101(2)

lity: Timber pony truss; L. 170'; H.C. 24'-3".

ions: 20-foot bituminous surfaced travel lanes with shoulders.

Construct, on improved alignment, one prestressed -T beam bridge (Br. No. 16173) 140 feet in length having clearance of 32 feet. Place riprap. Furnish and stock-ite necessary guardrail for approach roadways.

to construct roadway to each end of structure, install remove existing bridge.

Minimum Standards: None.

sistance Payments: None involved.

, Airports, Water Development, Railroad, Recreation and reas: None involved.

equirements:

te Clearinghouse - - - A-95 review approval letter dated June 6, 1974.
strict 8 Clearinghouse- Notice of Intent was submitted on May 3, 1974 and has lain before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse review or comments will be received.

quirements: Nonmajor action project concurred in by the 1975.

equirements:

olic Hearings - - - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.
cation/design - - - Granted under the "Secondary Road Plan" May 9, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, mail route and log hauling route.

NOTE: This project is in Congressional District No. 4.

#8242

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon 97526

May 1, 1975

FILE:

FROM: KEITH L. MARTIN
Resident Engineer

TO: Specifications Engineer
State Highway Building
Salem, Oregon 97310
ATTN: C. G. SWENSON

SUBJECT: S. Fork Big Butte Cr.
(Butte Falls) Bridge
FAS 15-101
Jackson County

I have reviewed the proposed Special Provisions for this project and have several questions on section 504.43. We had a lengthy discussion and read the specification several times before we realized the forms were to be removed and the bottom of the forms pounded only if fiberglass forms are used. I would like to see this point made clearer. I also would like to know if the engineer or the contractor is to sound the forms with a hammer. If the engineer is to sound the forms, I would like some thing in the Special Provisions to have the contractor furnish access. I do not think we would be able to obtain the state snooper crane at the time it would be required.

The other provisions look reasonable, but it is difficult to judge without a set of plans.

KLM:ml

cc: Region Engineer
Bridge Engineer
file (2)

RECEIVED

ROAD SECTION

8242

R

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

April 8, 1975

Alfred Shirley, Jr.
Regional Engineer
P.O. Box 1128
Roseburg, Oregon

RE: S. Fork Big Butte Creek Bridge Sec.
Butte Falls-Prospect Road
Jackson County

Dear Mr. Shirley,

The Project Environmental Assessment forwarded in your letter of March 21 has been reviewed and discussed with the County Commissioners.

In response to the five questions contained in your letter we submit the following:

1. The environmental assessment has been reviewed by the County.

2. The County agrees with the Class III, Non-Major classification.

3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.

4. The County feels there is no need for a public hearing.

5. The County has considered the social, economic, environmental effects, and engineering aspects of the project and does request location and design approval from the State.

You are correct in your understanding that Medco is the owner of the property to be acquired. They have unofficially indicated they are not interested in a hearing.

Very truly yours,

Robert J. Carstensen
Director of Public Works

BY Wm. J. Gaddis
Wm. J. Gaddis
Deputy Director

WJG/dmf

fas 15-101
Jackson Co

Salem, Oregon

March 19, 1975

Mr. Glen L. Clark
Region 3 Federal Aid Engineer
Roseburg

Robert H. Prange
Rural Engineer
County-City Unit

We have just been informed that public hearings are not required for Category 3 projects when nonsignificant amounts of additional right-of-way are required. This decision definitely effects the hearing prospects for the South Fork Butte Creek Bridge on FAS 15-101.

Since there is no requirement for a hearing for Jackson County's project, unless of course the County feels a need for one, all that is needed now is a letter from the County stating in effect that:

1. The environmental assessment has been reviewed by the County.

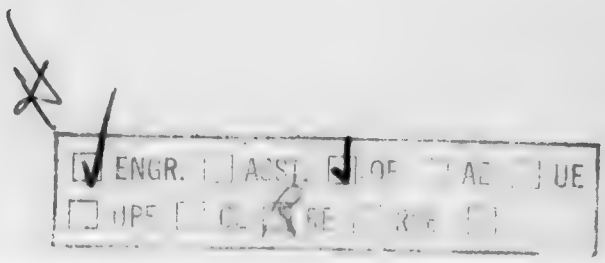
2. The County agrees with the Class III, Non-Major classification.

3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.

4. The County feels there is no need for a public hearing.

5. The County has considered the social, economic, environmental effects, and engineering aspects of the project and does request location and design approval from the State.

RHP:scr



FAS 15-101
Jackson Co

Salem, Oregon

March 14, 1975

Mr. Glen L. Clerk
Region 3 Federal Aid Engineer
Roseburg

Robert H. Prange
Rural Engineer
County-City Unit

South Fork Big Butte Creek Bridge
Butte Falls-Prospect Road, FAS 15-101
Jackson County

Enclosed are some materials for Jackson County's use regarding the public hearing for the South Fork Big Butte Creek Bridge. Note that there are two methods by which Jackson County can handle this.

Method 1. Contact the abutting property owners and explain the project. If no one objects to the project and to the acquisition of right-of-way, and if no one requests a public hearing, the County may send a letter to us similar to the attached.

Method 2. Place a notice in the local newspaper for two successive weeks to give interested persons the opportunity to request a public hearing. If after a three-week deadline no requests for a hearing are received, the County should submit affidavit of publications. The transmittal letter should state that notices were published, no requests were received, that the County has considered the socio-economic and environmental impacts, and does request location-design approval.

In either method the County must make known that an environmental statement is available. I am sending you a copy of the environmental assessment for the project for the County's use. Since the project has been classified as a category 3 project, non-major, this assessment will be the only statement made on environmental effects.

In this case where the project is non-major, the acquisition of right-of-way is minor, and only one or two property owners are involved, I would suggest that the County use Method 1 since it is the most expedient and is still within the intent of federal regulations on public hearings.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ [illegible] ☐

As to right-of-way acquisition, it is my understanding that the Madco Lumber Company is willing to donate the necessary right-of-way for the new bridge in exchange for the unused old right-of-way. Please have Virgil Wilson check with the County so that they might obtain the right-of-way by donation within the framework of federal and state regulations.

Since the project is scheduled for a May letting, anything that can be done to expedite the above procedures would be appreciated.

RHP:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

3.13.75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: So. Fk. Big Butte Cr. (Butte Falls) Br.

Project Federal Aid Number: 15-101

Applicant: Jackson County

Contact: Bill Gaddis, Asst. DPW

Federal Aid Funds: FAS X FAUS ____ Other ____

Date Project Approved by Trans. Comm.: 4-30-74

State to: X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Medco Lumber Company is willing to donate R/W in exchange for old R/W

Robert H. Runyon, Rural Engr.

County-City Unit

3-13-75

Date

cc: Right-of-Way Engineer
Region III Engineer
Region III Federal Aid Engineer
Region III Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

8242

R

R

FORM E-20

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 6, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
S. Fork Big Butte Creek Bridge Section
Butte Falls-Prospect Road
Jackson County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3: A. Shirley, Jr.
District 8: G. T. Thornton

APPROVED
E.S. Hunter
Date 3-10-75

3-10-75
ORIGINAL TO
L.W. Rulien
W/att.

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8242

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project FS-15-101(-)
S. Fork Big Butte Creek Bridge Section
Butte Falls-Prospect Road
Project Assessment

DATE: March 4, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 24, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

NOTED
E. S. HUNTER

William A. Kyppus
For G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

3-6-75
Rulien - Please handle.

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-6-75
ORIGINAL TO
L.W. Rulien
w/att.

NOTED
[illegible] JOHNSON

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 10, 1975

A. PROJECT IDENTIFICATION RS-15-101(-)

Name of Project South Fork Big Butte Creek (Butte Falls) Bridge Section
(Section)

Location of Project Butte Falls to Prospect Road (Highway Name) FAS 101 (Highway No., US - ORE)

near Butte Falls (City) Jackson (County) III (Region)

Program FAS-C (Funding) $200,000 (Estimated Cost) 515-1411 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace present bridge (pony truss design) with reinforced concrete bridge. The new structure is proposed because timbers on the existing bridge are deteriorating and settlement of footings is becoming a problem.

Origin and History: Existing bridge was constructed in 1952.

C. DESCRIPTION OF PROJECT

Length Approximately 585', bridge portion, 140' (Dimensions subject to change).

Termini Approaches will be extended approximately 153' north and 292' south of new bridge.

Alignment ☐ New ☐ Existing ☒ XX Combined New location of bridge structure will require reconnections of roadway to existing alignment of FAS 101.

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 3/5 of an acre; land use: "unused" timbered land and access road and edge of Nutting Park (owned by Medco Lumber Co.)

Typical Section Two travel lanes with 4 foot shy distances (to guard rail).

Structures 3 design alternatives are presently under consideration.

Characteristics (ADT) N/A

Other General Information (or Supplemental information to items) This would be a straight forward and rather uncomplicated bridge replacement with potential impacts limited to the crossing site, the stream, and surrounding vegetation.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Single Span Bulb-T on column bents
2. Single Span Bulb-T on spread footings
3. Single Span Bulb-T on pile caps

The basic difference between the above is the manner in which the bridge foundation is secured.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended
Depends on property owners.
Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is situated on the middle reach of Big Butte Creek, a part of the Upper Rogue River Drainage. Specifically, it is on the South Fork, a short distance above its confluence with the North Fork, and about 0.6 mile east of the city limits of Butte Falls. This is rolling, heavily vegetated topography with a great variety of trees covering a wide spectrum of ages. Douglas fir, grand fir, silver fir, hemlock, cedar, madrona, alder, willow, and even coastal redwood (3 or 4 specimens in the park) are among the trees represented; there are also two species of pine. The understory has blackberry, huckleberry, Oregon grape, snowberry, etc. Some volcanic rock outcrops of local extend are visable along the banks and streambed in the vicinity of the proposed crossing and here the banks are somewhat steep. Some very weathered, reddish soils, decomposed from volcanic materials are also found in the project area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Two features dominate this otherwise unsettled area. Foremost is the B. L. "Bud" Nutting Park (Medco) a day use facility occupying the northwest quadrant of the project area. The park apparently remains in private ownership, but used by the public. With the proposed adjacent downstream crossing site some park/roadway conflict is unavoidable. A letter and map have been requested from Jackson County, Department of Public Works/Medco regarding all particulars. The second feature is the Butte Falls Wildlife Commission Fish Hatchery and associated residences which are proximate to but essentially unaffected by the project. There is also a gaging station cable crossing (USGS?) 100+ feet downstream from the existing structure - which probably places it beyond impact.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 3/5 acre, most from abutting park property.

   Consequences: Not necessarily severe. Preliminary reports are that Medco Lumber Company is agreeable to donating the affected portion of park property in exchange for the old right-of-way.

2. Estimated Changes in Traffic Patterns: Temporary: "detour of traffic" during construction phase; traffic will utilize existing bridge until project is completed.

   Consequences: Short interval delays.

3. Estimated Changes in Land Use: No major changes foreseen (small portion of park property displaced).

   Consequences: This will depend upon a number of variables, not yet clear. Some park property, part of a one-way park access loop, and one improved picnic site conflict with the proposed alignment. Mitigation of these and other possible adverse impacts on Nutting Park (Medco) need persual.

4. Expected Adverse Effects on Natural Ecological Resources: Proposed construction at low water should prevent adverse impacts; bridge footings will be placed out of creeks channel. Clearing and grubbing will displace vegetated portion of approach.

   Consequences: Cleanup, landscaping, reclamation of project site and judicious removal of waste material from the old crossing structure and site will preclude any major consequences.

5. Expected Adverse Effects on Cultural and Scenic Resources: New bridge will be basically similar in appearance to existing bridge; waste lumber and non-permanent concrete from old bridge will be removed.

   Consequences: Same as item 4.

6. Preliminary Identification of Areas of Critical Environmental Concern:

N/A

7. Potential for Controversial Issues: Nutting Park (Medco). Section 4(f) of the DOT act will not apply to this project since the affect parkland is in private ownership.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Note: The following measures would help to minimize harm resulting from this project:

1. adequate compensation, trade, replacement of required park property and improvements.
2. planting of abandoned roadway, pavement & structure judiciously removed.
3. planting of unused portions of proposed right-of-way -- general landscaping.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

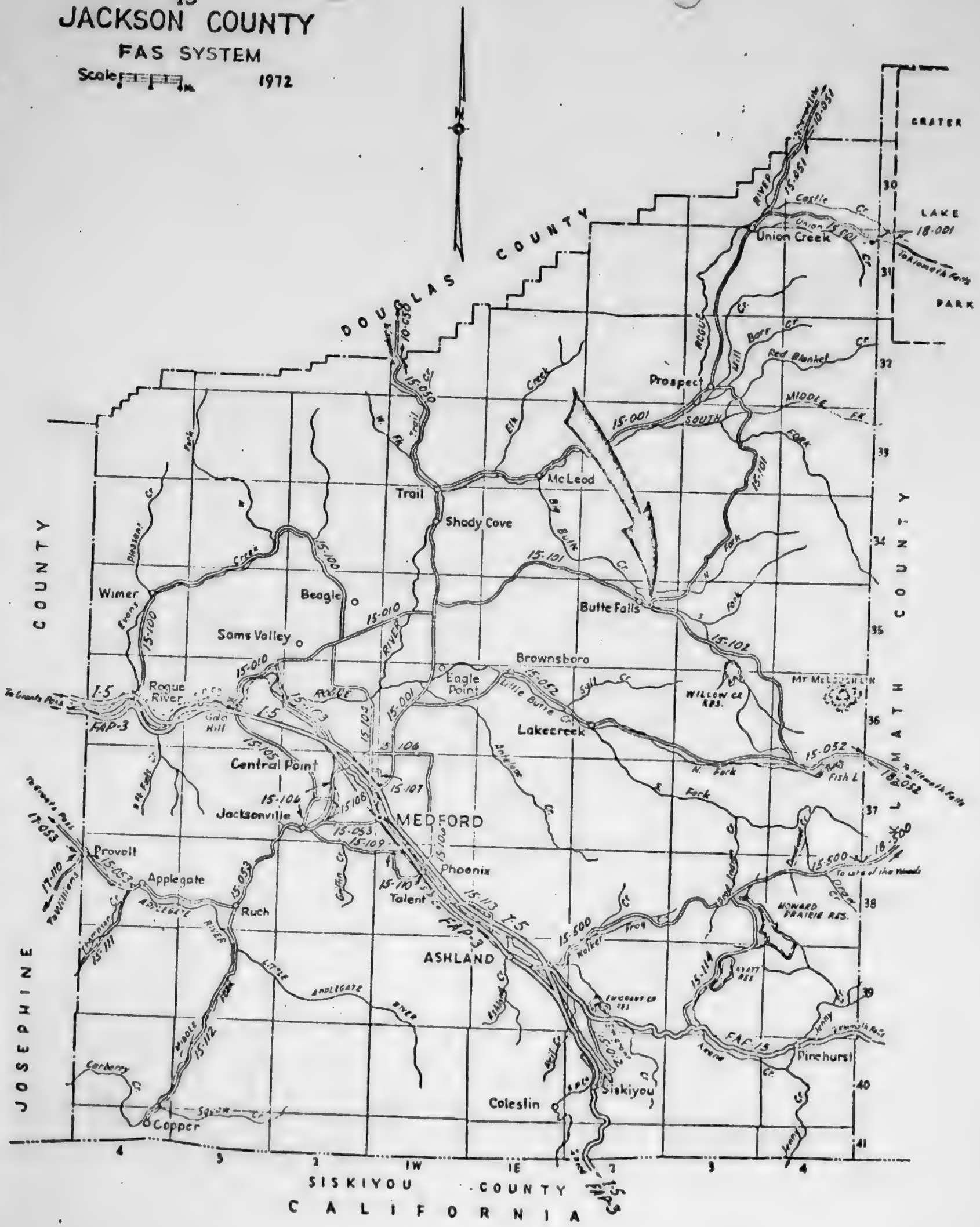
According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

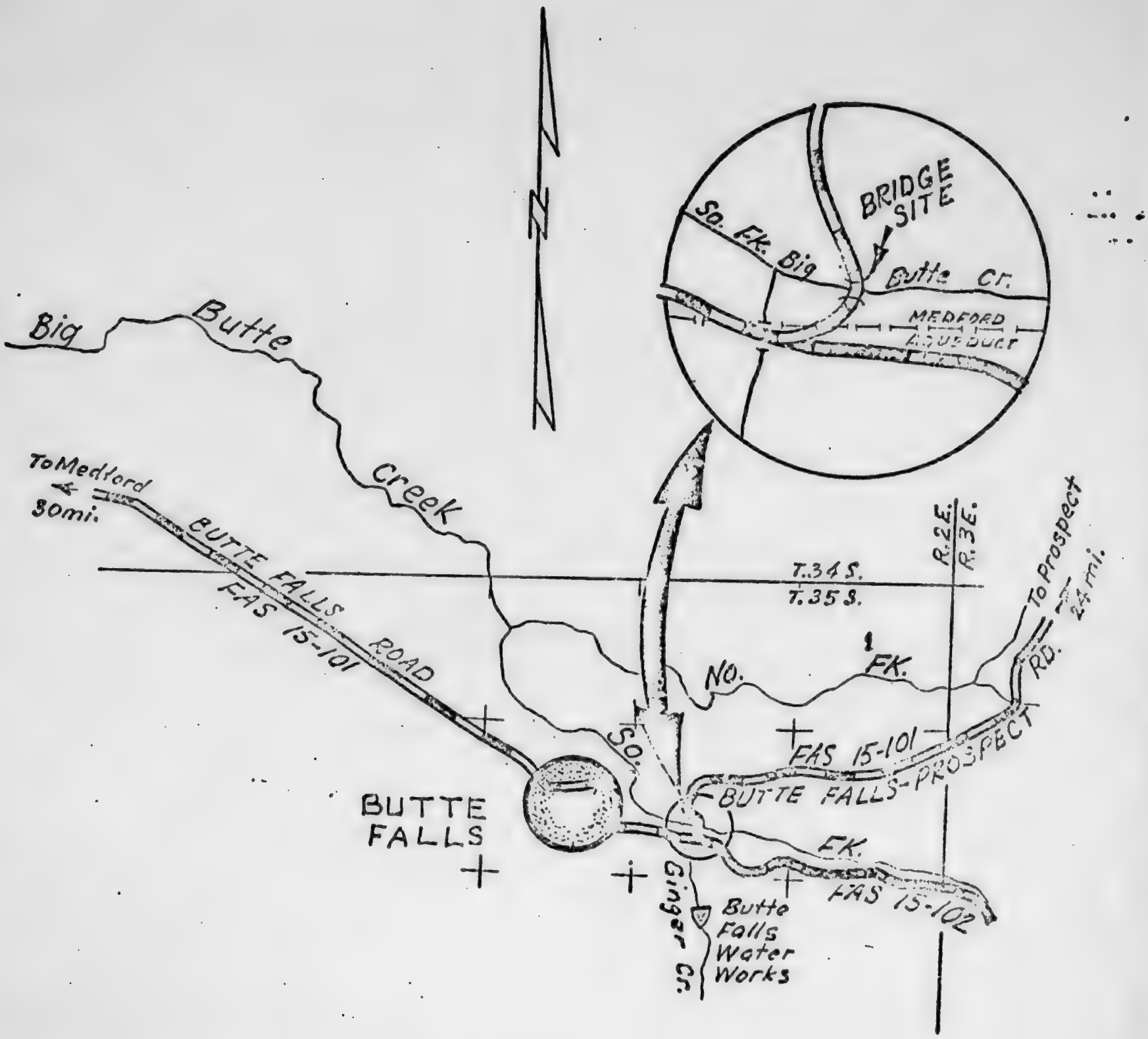
15

JACKSON COUNTY

FAS SYSTEM

Scale: 1" = 1 mi. 1972





So. Fk. Big Butte Cr. (Butte Falls) Br.

BUTTE FALLS – PROSPECT RD.

FAS 15-101

Jackson County

FAS 15-101
Jackson Co

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

December 18, 1974

H.S. Cox, County-City Engineer
405 Highway Building
Salem, Oregon 97310

RE: South Fork Big Butte Creek
Bridge FAS 15-101
Jackson County

Dear Sy;

Returned herewith one copy of drawing #30100-preliminary plan for subject structure.

We are selecting this design in preference to that previously submitted (drawing #29976). We would like the riprap and the necessary embankment to be included in the contract. The remainder of the approach embankment, surfacing and installation of guard rail can be performed by County forces. The removal of the old structure will also be by County forces.

We are hopeful that plans and specifications will be complete in time for an early spring letting.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By _____
Wm. J. Gaddis
Deputy Director

To "D" Bridge Sect. section 12/20/74

RECEIVED
COUNTY & CITY SECTION
DEC 20 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ BE
☐ BPE ☐ CE ☒ RE ☒ BPE ☐

WJG/df

fas 15-101
Jackson Co

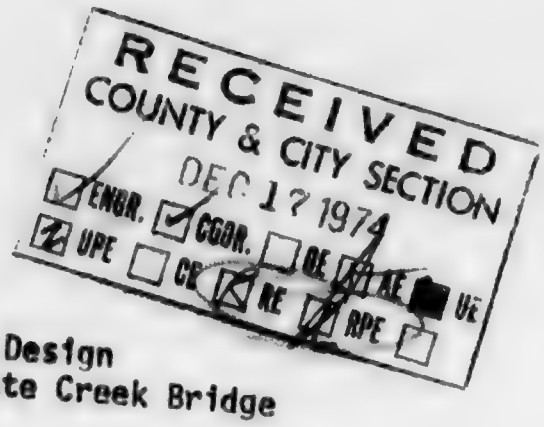
Bridge 16173

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 16, 1974

Mr. William Gaddis
Asst. Director of Public Works
200 Antelope Road
White City, OR 97501



Dear Mr. Gaddis:

Alternate Bent Design
S. Fork Big Butte Creek Bridge
FAS 15-101
Jackson County

Enclosed for your consideration are three copies of Drawing 30199 showing an alternate bent design to that shown on the preliminary plans sent to you earlier. (Dwg. No. 29976).

This design will require shoring and cribbing in the footing excavation to protect the end fills of the existing bridge. Also, this design will present some problems in placing and properly compacting the end fill and in placing the riprap if this work is done after the beams are placed. For this reason, we believe that consideration should be given to having the contractor place the riprap including the necessary end fill to support it if this design is selected.

The estimated cost of the structure, excluding riprap and fill work, is $196,000. The estimated cost for the contractor to place the riprap, including the necessary fill, is $10,000. Both costs include an allowance for engineering and contingencies.

Please return with your comments one copy of the design selected to H. S. Cox, County-City Engineer, 405 Highway Building, Salem, OR 97310. Also, please indicate the amount of work that you want included in the contract.

Very truly yours,

Walter J. Hart
Bridge Engineer

RLM:dh
Enclosure
cc H. S. Cox /w/ encl.

fas 15-101
Jackson Co

December 3, 1974

Mr. William Gaddis
Assistant Director of Public Works
200 Antelope Road
White City, Oregon 97501

Re: S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101
Jackson County

Dear Mr. Gaddis:

Three copies of the preliminary plans for this project are enclosed. Would you please examine them and if you approve, please have the Commissioners sign one copy and return it to us.

The estimated cost of the structure is approximately $190,000. Do you still wish the excavation, rock fill and rip-rap included in the contract? If so, it is estimated to cost $12,500. We are leaving the grading, surfacing and installation of the guardrail on the approaches along with the removal of the existing bridge up to the County.

Very truly yours,

H. S. COX
County-City Engineer

By

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:scr

Enclosure

AE UE
CE RPE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: Br. 16173

INTER-OFFICE CORRESPONDENCE

November 27, 1974

Salem, Oregon

L.L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

SUBJECT:

South Fork Big Butte Cr. Br.
FAS 15-101 Jackson Co.

TO: Mr. H. S. Cox
County-City Engineer

Enclosed are four prints of Drawing No. 29976 showing the preliminary plan and elevation for the subject structure.

The estimated cost of the structure excluding the excavation, rock fill and riprap is $190,000. The estimated cost for the contractor to do the excavation, rock fill and riprap is $12,500. Both costs include an allowance for engineering and contingencies. The County will do the grading, surfacing, guardrail and the removal of the existing structure.

These prints are for your use and for transmitting to Jackson County for their approval. Please have the County advise us if they wish to have their forces do the excavation, rock fill, and riprap work.

RLM/ag

Encls.

cc R. W. Ellison

RECEIVED
COUNTY & CITY SECTION
NOV 29 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
SEP 10 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FAS ~~278~~
Jackson Co
FAS-15-101

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September 9, 1974

FROM:

TO: MEMO TO FILES

SUBJECT: South Fork Big Butte Creek Bridge
Butte Falls-Prospect Road FAS ~~278~~ 15-101
Jackson County

South Fork Big Butte Creek Bridge, located in the northeast quarter of the southwest quarter of Section 11, Township 35S, Range 2E at Mile Post 0.98 on FAS ~~278~~, was built in 1956. A new structure is being proposed because the timbers on the existing bridge are deteriorating and settlement of the footings is becoming a problem.

Located just downstream from the existing structure is stream gage, #14-3355, which has a flood chronology dating from 1919. From this record the following flood frequency discharges have been estimated:

Flood Frequency	Discharge
10-year	2,170 cfs
25-year	3,640 cfs
50-year (Design Flood)	5,270 cfs
200-year	10,675 cfs

A discharge of 4,430 cfs on January 22, 1972 and a discharge of 12,600 cfs on December 22, 1964 are the two highest flood peaks on record. Both floods passed through the present bridge opening without problem.

Information obtained on September 4, 1974 from William Gaddis, Assistant Director of Public Works for Jackson County, confirmed that for even the highest flood of record, 1964, there was no problem with the crossing. The existing span arrangement on this structure has not incurred any debris problems; however, the debris that is transported through the bridge is "commonly timber".

Conclusions

The existing structure is capable of conveying a flood of greater magnitude than even a 200-year frequency; thus if the new structure allows similar waterway area, then it should be more than adequate to handle a 50-year design flood.

RLL:jp
cc V.D. Wolfe
W.J. Hart
J.H. Versteeg
Harold Reynoldson
Alfred Shirley, Jr
Gary Potter

Richard L. Lenz
Hydraulics Engineer

☐ UPE ☐ CE ☐ RE ☒ RPE ☐

August 2, 1974

Mr. Robert Carstensen
Jackson County Director of
Public Works
200 Antelope Road
White City, OR 97501

Attention Mr. William Gaddis
Assistant Director

Re: S. Fork Big Butte Creek (Butte Falls) Br.
FAS 15-101
Jackson County

Dear Mr. Carstensen:

Your request for a 3-year advance of your federal allocation for the construction of the above project was approved by the Department of Transportation, along with the approval of the project on April 30, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RPE RPE

200 Antelope Road
te City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

July 11, 1974

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: South Fork Big Butte Creek
(Butte Falls) Bridge.
FAS 15-101
Jackson County

Dear Sy:

Herewith the tracing for subject project as requested.

As regards the foundation information for the footings; could you ascertain the approximate location by station where the new footings will be. The terrain here is very steep and it will be difficult to dig test holes if the footings are to be located on the river side slopes.

Very truly yours,

William J. Gaddis
Assistant Director
Department of Public Works

enclosure

WJG/eh

Copy to:- Bridge (Tod Thompson)
Victor Wolfe

RECEIVED
COUNTY & CITY SECTION
JUL 15 1974

FORM 81-734-3030

Jackson Co
FAS 15-101

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 2, 1974

FILE:

Fr: W. S. Hang

FROM: J. X. WILSON
Regional Construction Engineer

TO: H. S. Cox
County and City Engineer

SUBJECT: Big Butte Cr. Br. #261
Butte Falls-Prospect Rd.
Jackson County

Attached is a request from Jackson County that the Highway Division prepare plans, specs and contract documents for the above new project. They have not indicated that they further wish us to let and administer the construction contract.

Would you please take over on preparing necessary agreements. We will be happy to do any leg work required.

JXW/cw
Attach.

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

✓

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

FHS 15-101

DEPARTMENT OF PUBLIC WORKS

June 26, 1974

Mr. Alfred Shirley, Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR

RE: Plans & Specifications
Big Butte Creek Bridge #261
Jackson County

Dear Mr. Shirley:

Herewith three copies of a site study (plan and profile) for a proposed new structure to be located near Butte Falls in Jackson County.

We are requesting that the state prepare plans, specifications and contract documents. We are hopeful that the structure can be completed by July 1, 1975.

We have shown centerline for the new structure 42 feet downstream of the existing. This distance could be lengthened if necessary.

The FAS-C Project Request Forms were submitted to Cy Cox's office in April of this year. County matching funds are available upon request.

Please advise us if any further information is required.

Very truly yours,

ROSEBURG REGION
RECEIVED
JUN 28 1974

R.J. Carstensen
Director of Public Works

by Wm. Gaddis, Assistant Director

WG: s

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 3, 1974

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
Jackson County Courthouse
Medford, OR 97501

FROM L. W. Rutten
Project Management Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Administrative Dist. No. 8
S. Fk. Big Butte Cr. (Butte Falls) Br.
FAS 15-101
Jackson County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 10, 1974.

BLG:bb

Attachment
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
George Thornton
Alfred Shirley, Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:		Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation				[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310		[80]
04	[12] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE [48]: 503	[49] PHONE [55]: 378	[56] EXTENSION: 6563		[59]
01	[12] PROJECT TITLE: S. Fork Big Butte Creek (Butte Falls) Bridge				Dist. 8		[71]
11	[12] PROJECT LOCATION CITY: FAS 15-101	[45]	[46] PROJECT LOCATION COUNTY: Jackson				[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Construct a reinforced concrete bridge with a 32-foot roadway. The guardrail on the						[71]
06	[12] approaches are to be installed by contractor. No sidewalks.						[71]
07	[12] County will make up vicinity map, acquire the necessary additional right-of-way,						[71]
08	[12] remove the existing bridge, maintain detour, construct the approaches and connec-						[71]
09	[12] tions, sign outside work area and close roadway during construction, install riprap,						[71]
10	[12] offer a hearing.						

	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
12 FEDERAL FUNDS / NON-FEDERAL MATCHING FUNDS / OTHER / TOTAL	156,000		22,000	22,000		200,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B):	[45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E):	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 USC Highways			[71]
15	[12] FEDERAL AGENCY NAME: Department of Transportation	[45]	[46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[ ] 37	[X] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: June [43] DAY [44]: 10 [45] YEAR [46]: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 3, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 3, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Road Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 52
(c) State Senatorial District(s) Number(s) 26

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

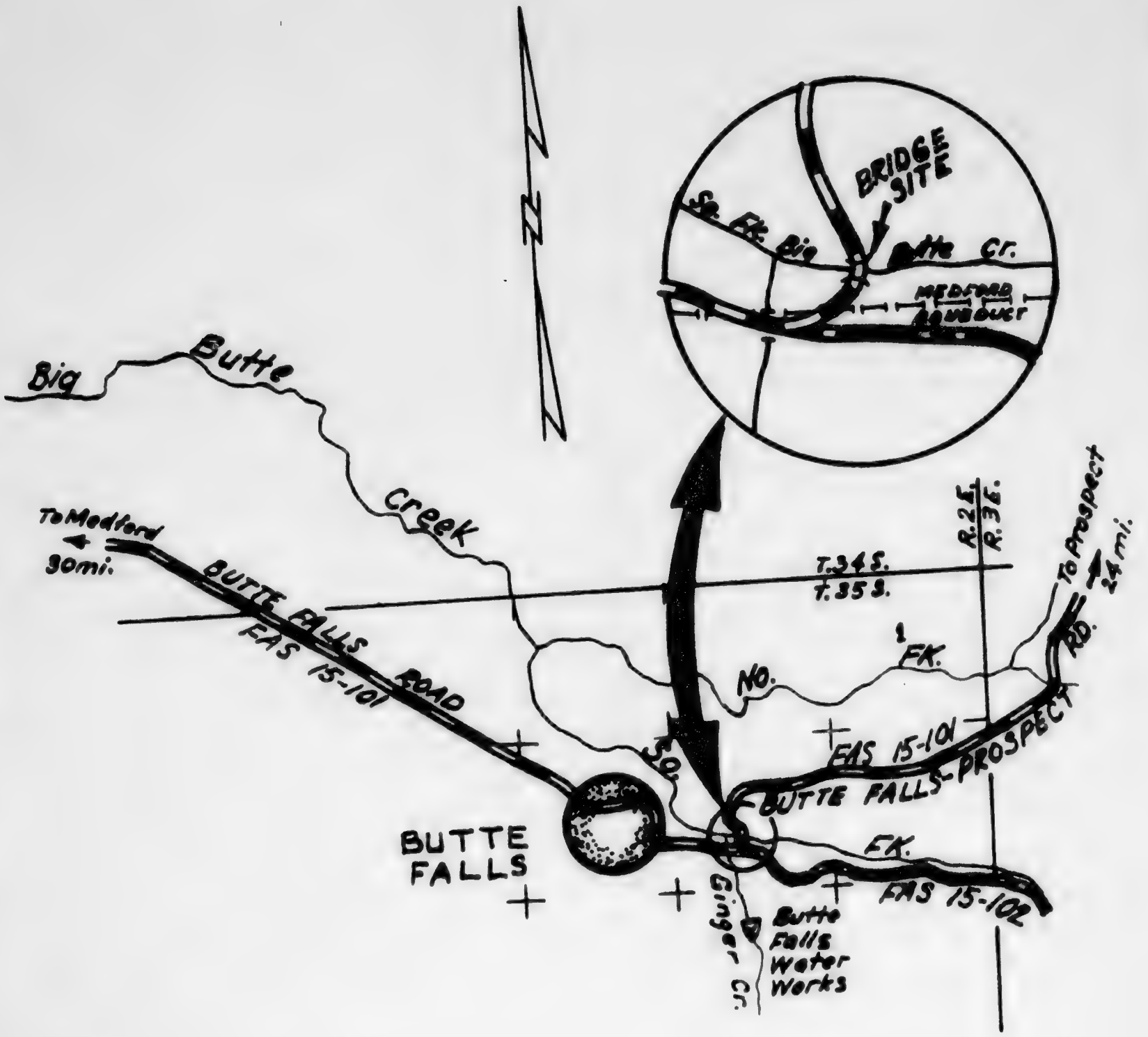
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(E) Appropriate environmental impact statements will be prepared and comments sought.

17(F) No housing relocation is required.

1. This project is proposed by Jackson County.
2. Right-of-way may be necessary.
3. Hearings will be offered.



So. Fk. Big Butte Cr. (Butte Falls) Br.

BUTTE FALLS - PROSPECT RD. FAS 15-101

Jackson County

8242

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

AGENDA
APR 30 1974
45

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Proposed County FAS-C Project
Proposed County FAS-C Cancellation

Attached are tabulations describing two proposed Federal-aid Secondary projects--one in Clatsop County and one in Jackson County. Jackson County is also requesting the cancellation of a previously approved Federal-aid Secondary project.

The project requested by Clatsop County is for a bridge over Neawanna Creek on Sandquist Road, FAS 607. The FAS funds required for this structure are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

The request by Jackson County is for a bridge over the South Fork of Big Butte Creek near the city of Butte Falls on FAS 15-101. The FAS funds required for this structure are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

Jackson County is also requesting the cancellation of the Summit-Howard Prairie Road Section on Dead Indian Road, FAS 15-500. The County has completed this project with their own forces.

These projects will be on the agenda for the April 30 meeting and I recommend your approval.

Attachments
bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
H. S. Cox
C. O. Fredrickson
A. Shirley, Jr.
Gary Sund
R. E. Whipps

HR:ljt kmb

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 22, 1974

FILE:

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Proposed County FAS-C Projects
Proposed County FAS-C Cancellation

~~TO:~~

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the maps and tabulations locating and describing two FAS-C projects; one in Clatsop County and the other in Jackson County. Also included is a request for the cancellation of an FAS-C project in Jackson County.

The project requested by Clatsop County is for a bridge over Neawanna Creek on Sandquist Road, FAS 607.

Jackson County is requesting a bridge project over the S. Fork Big Butte Creek near the City of Butte Falls on FAS 15-101.

Jackson County is also requesting the cancellation of the Summit-Howard Prairie Road project on Dead Indian Road, FAS 15-500.

If satisfactory, would you please present these projects to the Oregon Transportation Commission for approval at their April 30 meeting. A draft of a suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

15-101

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Jackson FAS No. 15-101 Date 4-2-74
County Road Name Butte Falls-Prospect Road
Section Name South Fork Big Butte Creek
Type of Project Bridge
Location of Project (Attach sketch map) T. 35 S., R. 2 E., Section 11
ADT 200 Design Speed 30 M.P.H.

Is this request for county bridge design only? Yes_____ No_____
County FAS bridge design? Yes X No_____

I. ROAD PROJECT DATA

1. Traveled Surface: Type_____ Width_____

2. Shoulders: Type_____ Width_____

3. Grading & Drainage:
   By County_____ County Date of Completion_____ By Contract_____

4. Bottom Base Course:
   By County_____ County Date of Completion_____ By Contract_____
   Has base design been given to County? Yes_____ No_____
   Will it be furnished? Yes_____ No_____

5. Leveling Course:
   By County_____ County Date of Completion_____ By Contract_____

6. Binder Course:
   By County_____ County Date of Completion_____ By Contract_____

7. Traveled Surface & Shoulders:
   By County_____ County Date of Completion_____ By Contract_____

8. Clearing:
   By County_____ County Date of Completion_____ By Contract_____

9. Curbs:
   Curbs Required? Yes_____ No_____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)_____
   Width between curbs_____

10. Are pedestrian walkways necessary? Yes_____ No_____

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No____

17. Does County wish sight posts installed? Yes____ No____

18. Does County wish State to permanently stripe project? Yes____ No____

19. Will County do striping? Yes____ No____

20. Does County wish guardrail installed? Yes____ No____

By County____ Contractor____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control?
By seeding and mulching Yes____No____
By rock blanket Yes____No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.) Yes____No____

22. Can road be closed during construction? Yes____No____

23. Can through traffic be detoured? Yes____No____

24. Must new detour be constructed? Yes____No____

25. Will detour be maintained by County? Yes____No____

26. Will detour be maintained by Contractor? Yes____No____

27. Will County sign project outside work area during construction?
Yes____No____

28. Will Contractor sign project outside work area during construction?
Yes____No____

29. Should contract provide for permanent signing? Yes____No____

30. Should State do permanent signing? Yes____No____

31. Will traffic signals be required? Yes____No____
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes____No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream South Fork of Big Butte Creek

2. Name of bridge County #261

3. Dimensions of existing bridge. Length 180' Roadway Width 26'

4. Type of design and material used in existing bridge. Timber truss ~~H 15 Loading.~~

5. Location (please attach map with location marked): _____
   Section 11 Township 35 S. Range 2 E. W.M.

6. Desired width of bridge 32'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes _____ No X
   Upstream _____ Downstream _____ Width _____

8. Does County wish a particular type of bridge design? Yes X No _____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes _____ No X
   Explain _____

10. Foundation Testing: By County? Yes X No _____
    By State? Yes _____ No _____

11. Will County close road during construction? Yes _____ No X

12. Can presently established road be used as detour? Yes X No _____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be maintained by County? Yes X No_____

15. Will detour be maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes X No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No X

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No X
Traveled surface: Type A.C. Width 24'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No_____

N.W. quadrant distance from structure 100'
N.E. quadrant distance from structure -
S.W. quadrant distance from structure 300'
S.E. quadrant distance from structure 300'

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____
Both sides? Yes X No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes X No_____
Removed by County? Yes X No_____
Removed by Contractor? Yes_____ No X
Salvaged by Contractor for County? Yes_____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes X No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes X No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No X

26. Does County wish complete job of illumination in project?
Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No X
   By County? Yes X No_____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes_____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes X No ____

3. Will right-of-way be acquired by: Resolution ____ or Deed X

4. Should State prepare options? Yes ____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right-of-way? Yes ____ No X

8. Will timber be reserved for owner? ~~Yes~~ ____ ~~No~~ ____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? ~~Yes~~ ____ ~~No~~ ____

10. Is a hearing necessary? Yes X No ____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No X
    If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No X
    If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit _____ or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No X
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____
    To _____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private _____ Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 180,000.00
2. Available FAS Funds $ 0.00
3. Does County wish advancement of future Federal funds? Yes X No ____
   Amount $503,400.00
4. Date match money is available on request
5. Will there be any 100% County money? Yes ____ No X
6. Maximum amount of 100% County money available: $ ---
7. Date County requests letting: Summer, 1975

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: County is requesting three years advancement (estimating $167,800.00 per year) in order to proceed with subject project and other F.A.S. projects already scheduled.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

County _____

Date _____

_____
O.S.H.D. Field Engineer

Date 4-5-74

8243 Hogback Summit-Lake Abert 197
Sec of Lakeview-Burns Hwy
(Grading and paving)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-015

2-15 -10-77

cc: OSHD (H S Coulter)
Wash. D.C. (HHO-32)

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

B4 Baker
B Acct.

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Lake	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-16-77	D. B. Carter, Area Engr.	FLH-RS-1(7)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-31-77	6-15-77	316 / 315 = 100 %	315 CWD

APPROVED EXTENSIONS	LOCATION
None	Approx. 42 mi. north of Lakeview, Oregon on the Lakeview-Burns Highway (US395)

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
SEP 20 '77
REFER TO
FOR
Info | Invres | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

9-20-77 cy Kenseth

HOGBACK SUMMIT-LAKE ABERT SECTION
LAKEVIEW-BURNS HIGHWAY
Grading, Base & Paving

This project provided for the grading, base and paving of approximately 7.6 miles of the Lakeview-Burns Highway.

The project was awarded to Elting Inc. of Clackamas, Oregon on June 24, 1975, in the amount of $1,244,373. The allotted contract time was 315 calendar workdays. Work started on August 13, 1975, and was completed on August 31, 1976, at which time 316 calendar work days had been used. One day of liquidated damages was charged the contractor.

The final amount of the original contract items was $1,372,783.83 or a 10.3 percent overrun of the original contract amount of $1,244,373. The final project cost including engineering and all charges was $1,532,502.04. A copy of the Resident Engineer's statement of overruns and underruns is attached to the Division Office copy of this report.

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was made on December 7, 1976.

COPY SENT
SEP 19 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	D. B. Carter	Original Signed by D. B. Carter Area Engr.	SIGNATURE	G. K. Hossner	Original signed by G. K. Hossner Dist. Engineer
TITLE	Area Engr.	DATE 9-19-77	TITLE	District Engr.	DATE 9-19-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

8243(19) STATE COPY

8

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 30-1)

CARD ALU — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Lake
FEDERAL PROJECT NO.: FLH-RS-1-(7)
URBAN: RURAL: X

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
		CONSTRUCTION TYPE CODES		6201 Y070	
	20	FINAL CONSTRUCTION COST	DOL.	1,380,487	
	21	LENGTH OF PROJECT	MILES	7.605	

DATE STARTED: August 13, 1975
DATE COMPLETED: August 31, 1976
TOTAL NO. BRIDGES:

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

	ITEM				
	30	LABOR	TOTAL MAN HOURS 32,365		GROSS EARNINGS 337,275
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	365,829	
	9	PETROLEUM PRODUCTS	GAL.	165,920	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	56,700	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.	10,195	
	18	GUARDRAIL	LIN. FT.	2,875	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18" Arch	68
		12	366
		18	1744
		24	326
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8243

June 20, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On June 16, 1977, we wrote to you concerning release of final payment on Contract No. 8243 awarded to Elting, Inc. for work on the Hogback Summit-Lake Abert Section of the Lakeview-Burns Highway in Lake County.

Final payment on this contract is $2,641.01 and the total contract amount is $1,372,692.04 including $2,167.20 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Elting, Inc.
P. O. Box 366
Clackamas, OR 97015

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8243

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

February 22, 1977

FILE: CON 5
8243
X MAI T2-1

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Emulsified Asphalt Paving

TO: C. T. Keasey
Construction Engineer

NOTED
E. S. HUNTER

Attached is a report written by Wayne Cobine on the Hogback Summit-Lake Abert Section. The report covers the main problems encountered as well as some minor items that need attention.

At present Wayne is working on a slide/tape presentation on emulsified asphalt paving. We will let you know when it is ready for showing.

RAS:pw
cc: Wayne Cobine
Enclosure

2-24-77
Copies To:
E. S. Hunter
J. H. Versteeg
Jim Wilson

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
FOR:
Info | Inves. | R/D | D/R | Sign | Act | File

1 K Keasey
Bond
2 Sandmond
Harwood
Johnsen
Walker

RECEIVED
FEB 25 1977
CONSTRUCTION
SECTION

3

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Lakeview, Oregon 97630

February 17, 1977

FILE:

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Emulsified Asphalt Paving

TO: Carl Williams
Regional Engineer

Time has passed quickly since the paving on the Hogback Summit-Lake Abert Section was completed last August (1976). As you know this project was more or less an experimental one, using an open graded emulsified asphalt paving. In an effort to introduce others to this cold mix paving, I have put together the attached narrative. With the thought that it might be of value to the next crew who constructs such a project.

If you have any questions and/or comments, please let me know.

RDE RE RME RDE FAE
RTE RECEIVED CMV
RUE FEB 23 1977 RDE
RSO REGION 4 RBE
ASSIGNED

February 1977
Wayne F. Cobine
Resident Engineer

Narrative
Emulsified Asphalt Paving
Hogback Summit-Lake Abert Section
Lakeview-Burns Highway
Lake County

INTRODUCTION

This project was selected from many in Oregon as an opportunity to experiment with an open graded emulsified asphalt pavement. It was chosen because of its location and prior experience with a normal hot mix project earlier; specifically, the Hogback Summit project, where a Class "B" A.C. was used. The results of the Hogback Project were very good at construction, but the severe weather from 100°F in summer to below 0°F in winter created an unusual amount of thermo-expansion cracks, both longitudinal and transversely. Therefore, it was believed that a cold mix might solve some of these problems and was, therefore, selected. The material source was a gravel deposit which was used on both projects. The project called for 2-1/2" lifts throughout the 7.61 miles overall length.

CONSTRUCTION DETAILS

Crushing:

The aggregates from which the material was produced were primarily 6"-0 gravels, with about 50 percent thereof passing the 1/2" sieve. The crushing specifications were:

Sieve Size	Percent Passing
3/4"	100
1/2"	60-80
1/4"	25-45
#10	0-10
#200	0-3

Sand equivalent, liquid limit, plastic index, and fracture requirements were also set up. During crushing operations, the contractor produced well within the specifications, except that the #10 sieve was towards the upper limit. Good stockpiling practices were followed to prevent segregation and any possible contamination.

Mixing Plant:

The mixing plant consisted of a Boardman Pug (rated at 300 tons per hour) conveyor system and cold feed hopper. The aggregate feed and asphalt were interlocked to maintain a constant delivery of each to the continuous mixing pugmill. No surge hopper was used, thereby making it necessary to stop and start the plant for each truck.

The asphalt was added by means of spray nozzles, and the mixing time controlled by adjusting the rate of aggregate feed. Generally, a well mixed product exhibits some "graybacks". At this point, the aggregates appear to be incompletely coated; however, don't be too alarmed as further coating and mixing is accomplished through hauling and laydown. If still in doubt, check your percentage of asphalt in the mix periodically to assure yourself.

Transporting Materials:

The mixture can be transported by normal means, although on this project only 10-yard dump trucks were used. Belly dumps and a pickup machine were not used, but it is believed by this writer that satisfactory results can be obtained if the material is hauled and placed prior to the 'break' of the emulsion, which is very important regardless what means are used. The 'break' of the asphalt prior to laydown shall be avoided and the

time for this happening varies as the temperature and humidity change. Haul distances on this project were no more than a maximum of 6 miles. However, the loads should not be allowed to sit for any length of time as the emulsion will settle to the bottom of the trucks and could cause slick spots in the mat. It is believed that no work should be performed unless the air temperature is above 60°F.

Paving:

The paving operation is the same as for the normal hot mix paving, except for some minor changes. On this project, a Blaw Knox PF-500 paver was used with and without add-on extensions at various times. It is believed that this paver was not large enough to adequately handle the mixture. The important factors for a good job are the same as that of any paving:

(1) Steady paver speed.

(2) Constant flow of material to the screed.

(3) Uniform gradation of the mixture and constant emulsion content.

On this project, problems were encountered with laydown and consequently obtaining a smooth riding product. The mixture is harsh or stiff in nature and laydown of a 16-foot panel was difficult at first. A change was made to 11-foot panels and although the machine ran smoother and easier, the ride didn't particularly improve. After trying different emulsions, adding water and changing paving widths, we found that the best results could be obtained by a change in emulsions and keeping the amount of #10-0 material down in the mix. Adding water to the mix seemed to increase the laydown problems instead of lubricating the material as was thought.

The main problems we were encountering were probably some of the same that are typical on all paving projects.

(1) Bumps where paver stopped to pick up next truck.

(2) Roller-coaster effect, generally for each truck load.

(3) Segregation of the mix outside the normal machine width.

Problem numbers (1) and (2) were reduced by picking up the loaded trucks on the move and not reducing the speed of the engines on the machine, thereby keeping a constant pressure on the hydraulic system which operates the grade controls. Problem (3) was reduced by using permanent add-on extensions rather than the hydraulic ones, and by changing emulsions to one that was more fluid. This also helped eliminate the roller-coaster situation.

Compaction:

Compaction was accomplished with use of tandem steel-wheeled rollers, one being a vibratory type. The specifications called for 90 percent density. This is obtainable, but the writer felt that to accomplish this, the riding quality of the pavement suffered and therefore, the specification was eliminated. At least four coverages by the roller and/or until all roller marks were gone was satisfactory. Compaction is done in three stages:

(1) Initial breakdown, apply choke material (1/4-0 clean sand).

(2) Intermediate rolling performed after the choke material is applied.

(3) Final rolling, generally accomplished the next day.

The use of the vibratory is not recommended on the final rolling. Traffic was allowed on the mat after the intermediate rolling without any problem.

Suggestion:

(1) Material to be good quality and produced with close tolerances.

(2) The material passing the #10 sieve should be 0-5 percent and #200 sieve be 0-2 percent.

(3) Laydown to be at 60°F and above.

(4) The paving machine should be larger than the PF-500.

(5) Positive control on plant for the asphalt and aggregate.

(6) No density requirement, but a smoothness specification similar to that on PCC.

Although the final conclusion of this project cannot be determined for several years, it is capable of becoming a widely-used pavement and therefore, any use should be observed closely and records kept thereon for reference.

Wayne F. Cobine
Resident Engineer

WC:mr

8243

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-50		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lake
MODIFICATION NUMBER 2	10-28-76	Project Number FLH-RS-1(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,113,437.00 FLH $ 290,869.00 RS	1,113,437.00 FLH $ 466,053.00 RS
Federal funds	1,113,437.00 FLH $ 227,430.00 RS	1,113,437.00 FLH $ 399,873.00 RS
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, approved State Force Order Work and increase the federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $41,304.00.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By G Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

file

Oregon State Highway Division
Salem, Oregon, October 18, 1976

Federal-Aid Project
No. FLH-RS-1(7)

Hogback Summit-Lake Abert Section
Lakeview-Burns Hwy in Lake County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Federal Lands Highway)(Intermittent Sections Sta. 880+00 to Sta. 1280+00)

Subtotal on previous estimate of June 24, 1975				$989,722.00
Previous estimate				
Flagmen	800	hour	14.00	11,200.00
General Excavation	213,800	cu.yd.	0.82	175,316.00
Overhaul	33,800	"C" yd. Sta.	0.50	16,900.00
Emulsified Asphalt in Mixture	1,560	ton	105.00	163,800.00
Emulsified Asphalt in Chip Seal	12	ton	150.00	1,800.00
Roadside Seeding and Mulching	31	acre	550.00	17,050.00
				$386,066.00
Revised Estimate				
Flagmen	3,000	hour	14.00	42,000.00
General Excavation	250,000	cu.yd.	0.82	205,000.00
Overhaul	42,000	"C" yd. Sta.	0.50	21,000.00
Emulsified Asphalt in Mixture	2,090	ton	105.00	219,450.00
Emulsified Asphalt in Chip Seal	96.5	ton	150.00	14,475.00
Roadside Seeding and Mulching	48	acre	550.00	26,400.00
				$528,325.00
	Increase			142,259.00
	Subtotal			$1,131,981.00
	Engineering			123,715.00
	Total			$1,255,696.00

Type Code Y070
Archeological Salvage (Public Lands)
Approved SFO No. 1

Work by University of Oregon	Lump Sum		$ 4,400.00
	Total		$ 4,400.00

Type Code 6201
Roadway (Private Lands)(Intermittent Sections Sta. 880+00 to Sta. 1280+00)

Subtotal on previous estimate of June 24, 1975			$258,551.00
Previous Estimate			
Flagmen	200 hour	14.00	2,800.00
Watering	1,500 M-gal.	8.00	12,000.00
Grid-Rolled Aggregate Subbase	16,200 cu.yd.	2.20	35,640.00
Emulsified Asphalt in Mixture	390 ton	105.00	40,950.00
Emulsified Asphalt in Chip Seal	3 ton	150.00	450.00
Roadside Seeding and Mulching	8 acre	550.00	4,400.00
			$ 96,240.00
Revised Estimate			
Flagmen	460 hour	14.00	6,440.00
Watering	2,000 M-gal.	8.00	16,000.00
Grid-Rolled Aggregate Subbase	17,500 cu.yd.	2.20	38,500.00
Emulsified Asphalt in Mixture	510 ton	105.00	53,550.00
Emulsified Asphalt in Chip Seal	24.5 ton	150.00	3,675.00
Roadside Seeding and Mulching	12 acre	550.00	6,600.00
			$124,765.00
	Increase		28,525.00
	Subtotal		$287,076.00
	Engineering		32,318.00
	Total		$319,394.00

Length of FLH Land Area - - - - - - - - 6.087 Miles
Length of Private Lane Area - - - - - - 1.518 Miles

Total- - - - - - 7.605 Miles

Cost of Roadway FLH Land Area per mile - - - - - - $206,291.44
Cost of Roadway Private Lane Area per mile - - - - $210,404.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Public Lands FLH funds)	$1,113,437.00	$1,113,437.00	$ --
Roadway (Public Lands RS funds)	142,259.00	122,058.00	20,201.00
Y070 (Public Lands RS funds)	4,400.00	3,775.00	625.00
Roadway (Private Lands RS funds)	319,394.00	274,040.00	45,354.00
Total	$1,579,490.00	$1,513,310.00	$ 66,180.00

Group 1 80% FLH

Group 2 20% RS

Contract No. 8243

Prefix No. 19-1049

FLH Funds - - - $1,113,437.00
Rural Secondary Funds - - - 399,873.00

Note: Increase federal aid pro rata to 85.8% on Rural Secondary.

8243

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-113		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lake
MODIFICATION NUMBER 1	5-14-76 STATE COPY	Project Number FLH-RS-1(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 26, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,113,437-FLH $ 290,869-RS	1,113,437-FLH $ 290,869-RS
Federal funds	1,113,437-FLH $ 227,430-RS	1,113,437-FLH $ 290,869-RS
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 26, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $63,439-RS."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. S. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-313

8243 STATE COPY R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6/26/75	STATE OREGON COUNTY Lake PROJECT NO. FLH-RS-1(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-28-75	7.605
OTHER *(Specify)*		

FUNDS Pro-rata 100% & 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,404,306	$ 1,113,437 (FLH) 227,430 (RS)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E J Valach
(Division Engineer)
G. L. Green

Date executed by Division Engineer JUN 26 '75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 24, 1975

Federal Aid Project
No. FLH-RS-1(7)

HOGBACK SUMMIT-LAKE ABERT SECTION

LAKEVIEW-BURNS HIGHWAY

LAKE COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Federal Lands Highway) (Intermitten Sections Sta. 880+00 to Sta. 1280+00)

Furnishing Field Laboratory	1	only (80%)		$ 960.00
Mobilization	All	Required (80%)		64,000.00
Temporary Protection and Direction of Traffic	All	Required (80%)		6,400.00
Temporary Signs	392	sq.ft.	8.00	3,136.00
Temporary Barricades	8	only	80.00	640.00
Flagmen	800	hours	14.00	11,200.00
Clearing and Grubbing	All	Required (80%)		8,000.00
Removal of Structures and Obstructions	All	Required (80%)		800.00
Ditch Excavation	45	cu.yds.	5.00	225.00
General Excavation	213,800	cu.yds.	0.82	175,316.00
Overhaul	33,800	"C" Yd.sta.	0.50	16,900.00
Trench Excavation	785	cu.yds.	10.00	7,850.00
Finishing Roadbed and Slopes	6.09	miles	7,000.00	42,630.00
Obliteration of Roadway	11,800	sq.yds.	1.00	11,800.00
Watering	7,200	"M"	8.00	57,600.00
Emulsified Asphalt in Watering	40,500	gals.	0.65	26,325.00
Grid-Rolled Aggregate Subbase	64,800	cu.yds.	2.20	142,560.00
Grid Roller with Tractor	344	hours	40.00	13,760.00
3/4"-0 Aggregate Base	13,280	cu.yds.	3.00	39,840.00
Emulsified Asphalt Concrete Mixture	19,440	tons	6.00	116,640.00
Emulsified Asphalt in Mixture	1,560	tons	105.00	163,800.00
Aggregate in Sand Coke Seal	690	cu.yds.	6.00	4,140.00
1/4"-#10 Aggregate in Chip Seal	575	cu.yds.	9.00	5,175.00
Emulsified Asphalt in Chip Seal	12	tons	150.00	1,800.00
12-inch Culvert Pipe	285	lin.ft.	8.00	2,280.00
18-inch Culvert Pipe	1,810	lin.ft.	10.00	18,100.00
24-inch Culvert Pipe	90	lin.ft.	15.00	1,350.00
18-inch Arch Type Pipe	62	lin.ft.	15.00	930.00
Bedding Material	180	cu.yds.	8.00	1,440.00
Guard Rail, Type 2	1,000	lin.ft.	8.00	8,000.00
Guard Rail, Type 2A	100	lin.ft.	11.00	1,100.00
Guard Rail Anchors, Type 1	2	only	400.00	800.00
Rail End Pieces, Type C	2	only	150.00	300.00
Type 2 Fence	5,250	lin.ft.	1.70	8,925.00
Type 1 Fence	575	lin.ft.	1.20	690.00

Extra for Asphalt Approaches	8 only	100.00	800.00
Wooden End Barriers	4 only	75.00	300.00
Guide Posts	190 only	16.00	3,040.00
Roadside Seeding and Mulching	31 acres	550.00	17,050.00
			$ 986,602.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (80%)	$ 1,200.00
On The Job Trainees (3 @ $800)(E.W.)	All Required (80%)	1,920.00
		$ 3,120.00
	Subtotal	$ 989,722.00
	Engineering	123,715.00
	Total	$1,113,437.00

Type Code 6201
Roadway (Private Lands) (Intermittent Sections Sta. 880+00 to Sta. 1280+00)

Furnishing Field Laboratory	1 only (20%)		$ 240.00
Mobilization	All Required (20%)		16,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		1,600.00
Temporary Signs	98 sq.ft.	8.00	784.00
Temporary Barricades	2 only	80.00	160.00
Flagmen	200 hours	14.00	2,800.00
Clearing and Grubbing	All Required (20%)		2,000.00
Removal of Structures and Obstructions	All Required (20%)		200.00
Ditch Excavation	45 cu.yds.	5.00	225.00
General Excavation	41,800 cu.yds.	0.82	34,276.00
Overhaul	6,450 "C" yd. sta.	0.50	3,225.00
Trench Excavation	190 cu.yds.	10.00	1,900.00
Finishing Roadbed and Slopes	1.52 miles	7,000.00	10,640.00
Obliteration of Roadway	8,200 sq.yds.	1.00	8,200.00
Watering	1,500 "M" gals.	8.00	12,000.00
Emulsified Asphalt in Watering	10,100 gals.	0.65	6,565.00
Grid-Rolled Aggregate Subbase	16,200 cu.yds.	2.20	35,640.00
Grid Roller with Tractor	86 hours	40.00	3,440.00
3/4"-0 Aggregate Base	3,320 cu.yds.	3.00	9,960.00
Emulsified Asphalt Concrete Mixture	4,860 tons	6.00	29,160.00
Emulsified Asphalt in Mixture	390 tons	105.00	40,950.00
Aggregate in Sand Coke Seal	170 cu.yds.	6.00	1,020.00
1/4"-#10 Aggregate in Chip Seal	145 cu.yds.	9.00	1,305.00

Emulsified Asphalt in Chip Seal	3 tons	150.00	450.00
12-inch Culvert Pipe	140 lin.ft.	8.00	1,120.00
18-inch Culvert Pipe	170 lin.ft.	10.00	1,700.00
24-inch Culvert Pipe	180 lin.ft.	15.00	2,700.00
Bedding Material	45 cu.yds.	8.00	360.00
Guard Rail, Type 2	1,450 lin.ft.	8.00	11,600.00
Guard Rail, Type 2A	200 lin.ft.	11.00	2,200.00
Guard Rail Anchors, Type 1	4 only	400.00	1,600.00
Rail End Pieces, Type C	4 only	150.00	600.00
Type 2 Fence	4,230 lin.ft.	1.70	7,191.00
Extra for Asphalt Approaches	6 only	100.00	600.00
Guide Posts	60 only	16.00	960.00
Roadside Seeding and Mulching	8 acres	550.00	4,400.00
			$ 257,771.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (20%)	$ 300.00
On The Job Trainees (3 @ $800) (E.W.)	All Required (20%)	480.00
		$ 780.00
	Subtotal	$ 258,551.00
	Engineering	32,318.00
	Total	$ 290,869.00

Length of FLH land area	6.087 miles
Length of Private land area	1.518 miles
Total	7.605 miles

Cost of Roadway FLH land area per mile	$182,920.48
Cost of Roadway Private land area per mile	$191,613.30

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway FLH Funds	$1,113,437.00	$1,113,437.00	$ 0.00
Roadway RS Funds	290,869.00	227,430.00	63,439.00
Total	$1,404,306.00	$1,340,867.00	$ 63,439.00

FLH
Group 1 - 80%

Rural Secondary
Group 2 - 20%

Contract No. 8243
Prefix No. 19-1049

8243

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Hogback Summit-Lake Abert	WEEK ENDING: October 1, 1976
		SECTION PREFIX: 19-1049
	HIGHWAY: Lakeview-Burns	COUNTY: Lake
NAME OF JOB: Hogback Summit-Lake Abert	KIND OF WORK: Grading & Paving	
CONTRACTOR: Elting Inc.	CONTRACT NUMBER: 8243	FEDERAL AID PROJECT NUMBER: FLH-RS-1(7)
DATE OF CONTRACT: June 24, 1975	DATE WORK STARTED: August 13, 1975	ESTIMATED COMPLETION DATE: August 31, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 315	CALENDAR DAYS USED 316
PROJECT AUTHORIZATION: $1,544,947.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100.3
EXCLUSIVE OF ENGINEERING: $1,414,947.50	ENGINEERING AUTHORIZATION $130,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,383,289.33	ENGINEERING COST TO DATE $135,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.27
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.24%	PERCENT OF AUTHORIZATION 103.8%	DATE PROJECT WAS COMPLETED: August 31, 1976

Semi-final submitted September 28, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.61	7.61		7.61	7.61
MILES PARTIALLY COMPLETED	7.61	7.61		7.61	7.61
MILES COMPLETED	7.61	7.61		7.61	7.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	255,600	97,600		720	24,300
TOTAL QUANTITIES CORRECTED TO DATE	282,958.6	101,358.3		739.2	24,591.95
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	282,958.6	101,358.3		739.2	24,591.95
AVERAGE DAILY QUANTITIES	1,474	926		370	1,171
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed on August 31, 1976
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

FINAL REPORT

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker

RECEIVED
OCT 4 1976
CONSTRUCTION SECTION

Richards, Glenn, Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted September 28, 1976. This will be the
FINAL REPORT

SIGNED Wayne F. Cobine LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8243

August 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Highway Engineer

SUBJECT Transfer of Public Lands Highway Funds

Oregon received an allocation of $1,540,000 for F.Y. 1975 for the Hogback Summit-Lake Abert Section of U.S. 395, FLH-RS-1(7). Because of a favorable bid, the project agreement was written for $1,113,437. Your Washington office deducted $250,000 leaving a balance of $176,563.

Oregon also received an allocation of $2,500,000 for F.Y. 1976 for the Pine Cr. Rd.-Beede Reservoir Section of U.S. 20, FLH-4(9). Because of a favorable bid, the project agreement amount was $2,410,000, leaving a balance of $90,000.

Oregon has now received an allocation of $2,500,000 for F.Y. 1977 for the North Unit, Pikes Ranch-Valley Falls Section of U.S. 395. The current estimated cost for this 8-mile section is $3,000,000. Our request for this project estimated the cost at $3,055,000.

Our unobligated balance from the F.Y. 1975 and F.Y. 1976 allocations is $266,563. We request that a transfer of this amount be made to the F.Y. 1977 allocation for the North Unit, Pikes Ranch-Valley Falls Section. This would permit us to construct the project more nearly as originally designed and intended in our application.

Your concurrence and approval is recommended.

DES:md

cc: F. B. Klaboe
L. W. Rulien
F. E. Terpin
J. H. Versteeg
E. S. Hunter

8243

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE JUL 28 1976 RDE
RSO REGION 4 RBE
ASSIGNED

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
FOR
Info | Invs | R/D | D/R | Sgn | Act | File

July 28, 1976

Clarice J. Carnahan
70 Oaklawn
Chula Vista, CA 92010

NOTED
E. S. HUNTER

Dear Ms. Carnahan:

It disturbs me to hear of your unfortunate experiences near Lake Abert on July 13, 1976. We are trying to rebuild the highway to make it better and safer for your travel.

As you know, most of this big reconstruction is done by contract with private individuals. If your car was damaged by the action of this private individual, you should submit a claim and try to collect for the damage done to your vehicle and your clothes. The contractor's name and address are:

Elting, Inc.
PO Box 366
Clackamas, OR 97015

Our State crews do some minor work in repairing the road. If your car was damaged as the result of their activities, you may also claim restitution. The District Engineer for this area is:

John Gunter, District Engineer
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

I am sorry that you had this experience in beautiful Oregon. By a copy of this letter, I am warning our Maintenance Engineer and our Construction Resident Engineer to monitor their activities better and see that these conditions do not occur again.

cc: Hunter
Keasey
Cobine) Report the activities that would cause tar damage on July 13, 1976.
Gunter)

Yours very truly,

Carl M. Williams, Regional Engineer

Note to Keasey: From preliminary investigation, it seems this was a boiling tar problem from the heat, not a repair job.

70 Oaklawn
Chula Vista, Calif.
July 20, 1976

Office of the State Highway Commission
Salem, Oregon

Sir:

We feel that we must register a protest at the manner in which we were subjected to careless work and attitude of road repair crews just recently, while traveling through your state.

On Tuesday morning, July 13th, between the hours of 10:00am and 12:00 noontime we were traveling down Highway 395 in the area of Alkalai Lake and Albert Lake, north of Lakeview. In several areas there were road crews repairing and resurfacing the highway. In one area, fresh tar had just been put down but no sand on top of it but the signalman waved us thru this gooey mess. We did not realize the extent to which our automobile had been covered with tar until we stopped for lunch at Lakeview, and our shoes and the backs of our trousers were spotted with tar as we got out of the car.

After lunch we did find a local car wash and attempted to remove the worst of the tar deposit from the car but after spending many quarters in the machine and using detergent and water we realized that we would need somthing else, as a remover. We purchased a container of paint thinner at a nearby hardware store and using every available cloth and rag we could locate in our car saturating them in the thinner we were able to loosen the layers of tar and then back to the car wash and more detergent and water. This time we were joined by other motorists who had had the same experience and some were quite irate at the carelessness of the road crew.

We had been delayed over two hours just in removing the worst of this tar from the wheels and sides of the car not even attempting to start working on the underfenders, bumpers, etc., which had to wait until we arrived home later in the week. Attempts to remove the tar from our shoes and trousers, so far, have been unsuccessful.

We realize that road repair crews do work under very adverse conditions with a continual stream of traffic while they are attempting to repair and resurface the roadways but it would seem to us that episodes such as we have related show an unnecessary carelessness.

Very truly yours,

Clarice J. Carnahan

ESH

RECEIVED
JUL 22 '76
STATE HWY ENGR
original REFER TO Keasey FOR
RECEIVED
JUL 22 1976
COMMISSION
DEPARTMENT OF TRANSP.

DATE: June 21, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Mogback Summit-Lake Abert Section
Contract No. 8243

An overrun of $139,515.37, or 9.9 percent, is now expected on this project on the Lakeview-Burns Highway. This is a grading and paving project, 7.61 miles long, which utilizes federal funding. The new paving uses emulsified asphalt in a cold mix. Kiting, Inc., is the contractor and the project is now considered 70 percent completed.

This overrun is entirely due to quantity changes on regular contract bid items. Flagging is overrunning 135 percent. The project includes two significant alignment changes and vertical grade line changes requiring stage construction under traffic. The project is not behind schedule timewise and this overrun appears to be simply due to a low estimate. The largest money overrun item is the quantity of emulsified asphalt in the cold mix paving. Contract quantity was estimated at eight percent and mix designs being used require more than ten percent. The aggregate being used is quite porous, requiring more asphalt for coating and proper handling. General excavation is overrunning about 13 percent in order to build required embankments, and the contract quantity for emulsified asphalt in chip seal was in error, apparently about 100 tons low. The overrun is all expected to be federal participating.

Your approval of an increase of $139,515.37 to a new total authorization of $1,544,947.50 is recommended. This matter will be on the agenda for your consideration at the June 29 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. M. Williams
C. T. Keasey
L. W. Rulien
V. E. Skoog
George Bell

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

APPROVED

STATE HIGHWAY ENGINEER

Expected Overrun of Project Authorization

DATE 6-30-76

Project Hogback Summit-Lake Abert

Highway Lakeview-Burns

Date 6/14/76

County Lake

Kind of Work Grading & Paving

Contract No. 8243

Contractor Elting Inc.

	Authorized	Estimated
Contract Amount	1,244,373.00	1,385,327.50
Anticipated Items	4,900.00	4,900.00
Contingency (4½%)	56,217.29	24,720.00
Engineering	99,941.84	130,000.00
Credits		
PROJECT COST	1,405,432.13	1,544,947.50

NET INCREASE $ 139,515.37 -- 9.9 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(C)	4-Temporary Signs	5,200.00	+1280.00
(C)	6-Flagmen	46,900.00	+32,900.00
(C)	10-General Excavation	229,600.00	+20,008.00
(C)	11-Overhaul	27,000.00	+1,875.00
(C)	18-Grid Roller with Tractor	20,000.00	+2,800.00
(C)	19-3/4-0 Aggregate Base	43,500.00	-6,300.00
(C)	21-Emulsified Asphalt in Mixture *	267,750.00	+63,000.00
(C)	24-Emulsified Asphalt in Chip Seal *	17,550.00	+15,300.00
(C)	39-Roadside Seeding & Mulching *	33,000.00	+11,550.00
(U)	Archaeological Sites	4,400.00	+4,400.00
(U)	Unanticipated work covered by Change Orders SFO 3 & PA 2=1,195.00		+1,195.00
(U)	Allowance for future contingencies (4 1/2% of 425,000)	19,125.00	+19,125.00

Principal reasons for overruns (Continue on reverse side): Althoughseveral items are listed above, major overruns are only anticipated in 5 items: Flagmen, General Excavation, Emulsified Asphalt in Mixture, Emulsified Asphalt in Chip Seal, and Roadside Seeding & Mulching.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Wayne F. Cobine
Wayne F. Cobine — Resident Engineer

Confirmed by
for Division Engineer

Noted by
for Construction or Bridge Engineer

Noted by
Deputy or State Highway Engineer

8243

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 7, 1976

Mr. Allen T. Murphy, Jr.
Attorney at Law
218 Portland Labor Center
Southwest First Avenue and Arthur Street
Portland, OR 97201

RE: Your client Melda A. Brown

Dear Mr. Murphy:

In reply to your letter of April 29, 1976, please be advised that from the information contained in your letter it appears that the section under construction was the Hogback Summit - Lake Abert section and that the prime contractor was Elting Inc., P.O. Box 366, Clackamas, OR 97015.

If you need any additional information please do no hestitate to contact me.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: Coulter
Hunter
Keasey

RECEIVED
[illegible] 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8243

RICHARDSON, MURPHY & NELSON
ATTORNEYS AT LAW
218 PORTLAND LABOR CENTER
SOUTHWEST FIRST AVENUE AND ARTHUR STREET
PORTLAND, OREGON 97201

DONALD S. RICHARDSON
ALLEN T. MURPHY, JR.
ROBERT E. NELSON

TELEPHONE
(503) 228-2366

April 29, 1976.

NOTED
E. S. HUNTER

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Melda A. Brown v. unknown contractor

Gentlemen:

On or about October 31, 1975, Mrs. Brown was driving an automobile on Highway 395 about 15 miles south of Wagintire when she had an accident which involved some road construction in this vicinity.

Would you please let us know what contractor or contractors were involved in reworking Highway 395 on that date in this vicinity.

Sincerely yours,

RICHARDSON, MURPHY & NELSON

Allen T. Murphy, Jr.

ATM:nh

cy Condon
Kenny
Dale

RECEIVED
IE HWY ENGR
APR 30 '76
REFER TO
Dale
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8243

FORM 81.714.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5
8243

Bend, Oregon, 97701
September 10, 1975

FROM: David S. Fenton
Regional Environmentalist

TO: Gary Potter
Manager
Environmental Section

SUBJECT: Progress Report
Archaeological Research
Hogback Summit-Lake Abert Section
Lakeview-Burns Highway

David Cole has completed the field portion of the archaeological research for the above project. His report is enclosed. Note that sites 198, 199, and 200 have been impacted by construction activity.

When the Highway Division prepares to allow a contractor to work in an area of known archaeological resources, we have a difficult decision to make in order to keep the contractor from encroaching on archaeological sites. One, we can rope off or mark with pylons the boundaries of the archaeological sites. This is an open invitation to "pothunters". Or, two, we can leave the sites unmarked but make sure that the Resident Engineer and the contractor are knowledgeable. Neither the Resident nor the contractor can be on the job at all times, of course, and this, too, can lead to problems (witness this project).

The problems experienced in the Hogback Summit-Lake Abert project may not be preventable, short of full-time on-the-site archseological monitoring. On the other hand, it may be that procedural changes could help us do a better job of preventing accidents to archaeological resources. Perhaps you and your staff could give some thought to this.

Dave Fenton

RECEIVED
SEP 12 1975
Office of
Assistant State Highway Engineer

DSF:pw

Enclosure

cc: Wayne Cobine, w/report

NOTED
R.L. SCHWEDER

xc R.L. Schweder w/attach

this to Pieter —
Pete - please discuss
w/ me.

PROGRESS REPORT
ARCHAEOLOGICAL RESEARCH ON THE HOGBACK SUMMIT-PIKES RANCH SECTION OF THE LAKEVIEW-BURNS HIGHWAY, LAKE COUNTY, OREGON

From August 27 to September 1, 1975 archaeological excavations were conducted on several sites along the Hogback Summit-Pikes Ranch Section of the Lakeview-Burns highway to salvage, or otherwise study, cultural resources that would be impacted by realignment of the highway. The project was directed by the writer with the assistance of three experienced University of Oregon students. A total of 244 hours or 30.5 man-days was spent on the project. The work was carried out under an antiquities permit from the U. S. Department of Interior [cf. 34 Stat. L. 225], and a joint permit from the Oregon State Division of Lands and the President of the University of Oregon [cf. ORS 273.705]. The project was conducted through a contract with the Oregon State Highway Division.

The project was the result of a survey that had been reported in "Survey of the Hogback Summit-Pikes Ranch section of the Lakeview-Burns Highway for Historical, Archaeological and Prehistorical Sites" by David L. Cole (May 2, 1975). In the survey report, five archaeological sites were recorded as being affected by the highway project. It was recommended that Site 35 LK 196 be tested for extent and depth before it was covered by the highway fill, thus the site would be protected but buried. Sites 35 LK 197 and 35 LK 198 were to be affected by highway cuts and therefore were to be salvaged in the areas where deposits were to be removed. Site 35 LK 199, an extensive village site, was to be avoided by construction, since it appeared to have potential for nomination to the "National Register of Historic Places". Site 35 LK 200, a stonewall, was to be recorded by mapping and photography.

THE PROJECT

Site 35 LK 196 was tested to determine depth, extent and excavated enough to gather interpretive materials and data. Eight one meter square test pits were excavated to depths up to 60 cm. below the surface. Two basic strata were encountered, one, a weathered surface deposit, and below that, a colluvium that had become structured presumably when Abert Lake was deeper than at present. Most cultural material occurred in the weathered surface stratum, which seldom exceeded 10 cm. in depth. To collect a representative sample for interpretation an area four meters wide and fourteen meters long was excavated to the top of the second stratum. In addition, surface collections were made using the old strand lines as controls.

Site 35 LK 197 was excavated in two areas. At the southern end of the site, three one meter square test pits were excavated to depths up to 60 cm. At the northern end of the site, several areas were excavated that had a total area of 24 square meters and a maximum depth of 74 cm. to bedrock. Four strata were encountered: a soil horizon; two colluvial layers; and a lacustrine silt. The remnant of a campfire and a small pit were the principal cultural features.

Site 35 LK 198 had been destroyed by blasting and alteration of the terrain. The part of this site that was not within the highway right-of-way, and therefore not considered as part of the salvage area, has been destroyed by leveling for a gravel stock pile and equipment parking area.

Site 35 LK 199 was not to have been disturbed by the construction nor were there plans for excavations. One corner of this site has been affected by construction and construction equipment was driven across the end of the site causing considerable ground disturbance and exposure of cultural materials. Highway personnel have since prohibited the contractor from driving over the site. After this area has been subjected to weathering, it is highly likely that more archaeological specimens will become exposed. These specimens should be recovered and placed in a public depository.

Site 35 LK 200 is a stone wall that, from information received since the May 2 report, is alleged to have been built in the 1870's by Mr. Pike, an early settler of the area. This wall was mapped and photographed. Also test holes were dug next to the wall, within the highway right-of-way area, to determine the depth that the wall had sunk into the lakebed. It was discovered that a layer of rocks had been placed on the surface of the lakebed, somewhat like a causeway, but there was no depth. The highway right-of-way cuts across the lakebed as it crosses the stone wall, hence the new highway was not supposed to affect that area east of the existing highway. The contractor, however, has constructed a haul road east of the highway which has damaged part of the stone wall and is impacting an archaeological site that had not been discovered since it was outside of the survey area.

An additional site was discovered that was south and west of the area investigated in the original survey. The site was not discovered because of a misunderstanding about the starting point of the project. Cultural debris is scattered along the west side of the highway between survey markers 885 and 900, and on the east side of the highway between survey markers 882 and 884. Nine test pits were excavated along the west side of the highway on lands acquired by the State of Oregon from the C & J Stock Company. The test pits indicated that the area of greatest concentration is between survey markers 888 and 900. Pothunters have been digging in this area.

Materials collected will be processed in the archaeological laboratory of the University of Oregon, Museum of Natural History. A final report will be completed by

October 1, 1976.

RECOMMENDATIONS

Enough information was collected from Site 35 LK 196 that it can be covered. However, part of this site occurs between the existing highway and the new right-of-way between highway markers 915 and 921. Steps should be taken to prevent the contractors from driving over this area.

Site 35 LK 197 was excavated only in those areas where it was to be affected by the highway right-of-way. No further archaeological work is necessary there, however, this site extends to the east so contractors should be prohibited from driving on the east side of the highway right-of-way stakes between survey markers L^4 932 and L^3 960.

Site 35 LK 198 has been destroyed.

Site 35 LK 199 should be protected from further damage by construction workers. Also, attempts should be made to recover materials that weather out of the disturbed areas. A federal permit is required for such collecting under 34 Stat. L. 225.

Site 35 LK 200 should be protected from further damage east of the existing highway.

The site between markers 885 and 900 will be covered with road fill on the west side of the existing highway. With care minimal damage should occur. The site extends perhaps five to ten meters west of the new highway right-of-way, at least to the existing fence, so vehicles should be restricted from this area. East of the highway there apparently will be little construction, but vehicles or other activities should be kept off the areas east of the highway right-of-way that have not yet been impacted by roads and stock piles.

David L. Cole
Curator of Anthropology
Museum of Natural History
University of Oregon
Eugene, Oregon

September 5, 1975

Distribution:

Oregon State Highway Department, Bend, 3 copies
Dept. of Interior, Washington, D.C., 5 copies
State Division of Lands, 1 copy
President, University of Oregon, 1 copy
Oregon State Museum of Anthropology, 1 copy

8243

49

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 27, 1975

FROM: C. G. Swenson
Specifications Engineer

SUBJECT: Hogback Summit-Lake Abert Section
Archaeological Work

TO: MEMORANDUM TO THE FILES

We received a letter to Mr. David L. Cole, Museum of Natural History, University of Oregon, from David S. Fenton, Regional Environmentalist, on June 25. The letter stated that the cost of the archaeological work would be $4,400 and that it was expected that the work would be completed within 60 days of the receipt of an antiquities permit from the BLM.

Mr. Ken Goyer, BLM, has indicated that it would take 30 days to get the permit.

This information was received too late to advise the bidders in the special provisions of a possible delay in construction operations due to the archaeological work. Section 105.13 of the Standard Specifications generally covers the situation.

Also nothing was set up in the construction authorization to cover the $4,400 since the information was not received until after the authorization had been approved.

AB:jh
cc: C. T. Keasey
Gary Potter
Carl Williams

Young ✓
Olson
Tenpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 27 1975
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

OREGON STATE HIGHWAY DIVISION

REGION 4.

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F.B.Klaboe
Administrator of Highways

June 20, 1975

Mr. David L. Cole
Museum of Natural History
University of Oregon
Eugene, Oregon, 97403

Dear David:

Your work proposal, enclosed with your letter of June 17, is acceptable to us. Please proceed as proposed. We understand that the cost of $4,400 for all work is firm.

As Ken Boyer (BLM, Lakeview District) indicated to you, application for an antiquities permit should be initiated immediately. We would expect your field work to be completed within sixty days of the receipt of the permit.

Yours very truly,

David S. Fenton,
Regional Environmentalist

DSF:pw

cc: Gary Potter, w/proposal
Victor D. Wolfe, w/proposal

RECEIVED
JUN 23 1975
ROAD DIVISION
SECTION

RECEIVED
JUN 23 1975
LOCATION SECTION

cc Versteeg

UNIVERSITY OF OREGON

Museum of
Natural History

EUGENE, OREGON 97403
telephone (code 503) 686-3033

June 17, 1975

Mr. Dave Fenton
Oregon State Highway Dept.
Bend, Oregon 97701

Dear Mr. Fenton:

Enclosed is a proposal for work on the Hogback Summit-Pike's Ranch project. We would have to have a contract or a letter of intent indicating that we should proceed as proposed. } sent 6/20/75

It is my understanding that if we are to excavate on federally owned lands an antiquities permit is necessary. Usually such a permit requires 3 months for processing. You might inquire of the local B.L.M. people whether they will permit a salvage operation as part of your permit. This should be done right away. In the event that we have to go ahead with the Interior Department application, I should apply as soon as possible.

Sincerely,

David L. Cole

David L. Cole
Curator of Anthropology

6/19/75
called Ken Boyer BLM, today, and he will check on the necessity of the antiquities permit.

DLC:rb

Enclosures

6/20/75
Ken called back. Permit is required, but should be done within a month.

ROE RME RCE FAE
RTE RECEIVED ENV
RUE JUN 19 1975 RDE
RSO REGION 4 RBE
ASSIGNED

PROPOSAL FOR ARCHAEOLOGICAL WORK

HOGBACK SUMMIT-PIKE'S RANCH PROJECT

OREGON STATE HIGHWAY DIVISION

Following the recommendations in "Survey of the Hogback Summit-Pike's Ranch Section of the Lakeview-Burns Highway for Historical Archaeological and Prehistorical Sites", it is proposed that two archaeological sites, 35 LK 197 and 35 LK 198, will be salvaged in those portions to be affected by the Oregon State Highway (OSHD) construction project; Site 35 LK 196 will be tested and recorded prior to being covered with highway fill; and Site 35 LK 200 will be surveyed, mapped, and photographed.

It is anticipated that the project will require thirty man-days of field work. The materials collected will be analyzed at the University of Oregon during the 1975-76 academic year.

The Principal Investigator for the project will be David L. Cole, Curator of Anthropology, Museum of Natural History.

The amount requested will be a firm $4,400, as indicated on the proposed budget.

S.F.O.

Within 30 days of the completion of field work a progress report will be submitted to the OSHD, describing the work that was accomplished. Upon receipt of this report the OSHD should remit 67% of the contract amount ($2,950), to the University of Oregon.

A final report will be submitted by October 1, 1976, at which time OSHD should remit the balance of the contract amount ($1,450).

All materials collected will be deposited in the Oregon State Museum of Anthropology as provided in ORS 352.090.

The report will be published either in the Museum of Natural History Bulletin or in "Archaeological Reports of the MNH".

PROPOSED BUDGET

WAGES:		
Principal Investigator (laboratory and field supervisor)	$ 600	
Field crew 25 man-days at $24/day	600	
Laboratory help, typing, etc.	600	
		1,800
Payroll assessment 14%		252
Total Wages:		2,052
TRAVEL;		
1,000 miles at .13¢ (truck)	130	
Per diem 30 days at $25/day	750	
Total Travel:		880
SERVICES & SUPPLIES:		
Photographic services and supplies, field supplies, laborabory supplies, aircraft charter, dating, identifications, etc.	511	
Printing	300	
Total S & S		811
Incidental costs:		
36.5% of wages ($1,800)		657
		$ 4,400

8243

Contract #8243 B

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 9, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

LAKE A.S.H. 1

SUBJECT: Project Assessment
Hogback Summit-Pikes Ranch Sect.
Lakeview-Burns Highway
Lake County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
P. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
E.S.H.
E. S. Hunter
Date 6-10-75

RECEIVED
JUN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 16, 1975

A. PROJECT IDENTIFICATION

Name of Project Hogback Summit-Pikes Ranch (Section) FLH-RS-1(7)

Location of Project Lakeview-Burns (Highway Name) U.S. 395 - Oregon 49 (Highway No., US - ORE)

-- (City) Lake (County) IV (Region)

Program Federal Lands Highway (Funding) $1,550,000. (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve safety for the road user by widening travel lanes and shoulders, minor realignment, and reshaping. The project is part of a long term program to upgrade Highway 395 between Lakeview and Riley Junction.

Origin and History: This project has been on the nation-wide Federal Lands Highway priority list for many years. It has now reached the point of being eligible for funding.

C. DESCRIPTION OF PROJECT

Length 7.6 miles

Termini M.P. 65.8 (Hogback Summit) - M.P. 73.4 (Pikes Ranch)

Alignment ☐ New ☐ Existing ☒ Combined Minor deviations from the existing alignment are porposed, to straighten out some curves.

CATEGORY 3 PROJECT non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Acreage unknown at this time, but will not be significant in amount. Land is open range land.

Typical Section Two travel lanes with 4 foot paved shoulders. Pavement width will be approximately 32 feet in width.

Structures No structures will be required.

Characteristics (ADT) 275 (1973)

Other General Information (or Supplemental information to items) Material Sites: Only a currently developed site will be proposed for use. The existing gravel pit is located near the north end of the project, at M.P. 67.1. Development will not take place outside of the site boundaries now permitted.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None at this time.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project lies in the heart of Oregon's Basin and Range Province. The ranges are typically north-trending fault block mountains, with basins of internal drainage. Basin soils are generally alluvial in origin, washed from adjacent ridges. The ridges are usually steep on one side and moderately sloping on the other. Abert Rim, on the east side of Abert Lake immediately south of the project, is a steep, little eroded fault scarp of relatively recent origin. It is composed of Steens Basalt. The steep side faces west, rising more than 2,000 feet above the lake. The elevation of Abert Lake is 4,237 feet above mean sea level. The lake is a saline remnant of prehistoric Lake Chewancan, which was 350 feet deep in places. Topography in the project area varies from rolling in the north, near Hogback Summit, to flat in the south, near Lake Abert. Soils in the higher elevations commonly have stony loam surface horizons, underlain by either clay or stone loam subsoils. Nearer the lake surface horizons are generally silt loams, which usually contain a silica-cemented hardpan within onre meter of the surface. Annual precipitation averages 30 cm. The January mean minimum temperature is around -8° while the July mean maximum is approximately 30° C. Vegetation is relatively sparse, but the shrubs found most often include shadscale, slatbush, sagebrush, winter fat, and black greasewood. Desert slatgrass is common near the lake. Large numbers of migrating waterfowl utilize Lake Abert as a resting area. Terrestrial wildlife is typical of the cold desert. Drainage is toward the south and Lake Abert, but there are no permanent watercourses in the project area.

Abert Rim is considered one of the world's finest examples of a fault scarp. A scenic corridor designation is proposed to protect the area from mining or other damage. (Maps and photoattached.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Lake County has an area of 8,340 square miles and a population of 6,800. The main industries are lumbering in the southwest of the county, and sheep and cattle ranching in the reat of the county. Income from recreation is of steadily increasing importance. Economic use of the land in the project area has been for low-intensity gracing purposes only. The closest communities to the project, in air miles are: Paisley-22 miles SSE, unincorporated; and Lakeview-the county seat, 45 miles SSW with a population of 2,800. The project area typifies what many Americans visualize when they think of the "Wild West": one panoramic look takes in the cold sagebrush desert, mountains in the distance, abrupt imposing cliffs, a saline lake, and plenty of wide open spaces. Most visitors find great beauty here. Many are fascinated by the geological and archaeological history, and become avid rock hounds and arrowhead collectors. Over the last several thousand years, before the coming of the white man, the Indians also found this area to their liking. They camped, hunted, and gathered foodstuffs along the shore of Lake Abert. Evidence of their habitation is still found in arrowheads, petroglyphs, and burial mounds. The air today is nearly as pure as it was for the Indians, and noise levels are very low. No utilities will be disturbed by the proposed project.

(Continued on page 3A)

(Continue)

On April 18, 1975, the project area was surveyed for historical, archaeological and prehistoric sites by David L. Cole, Curator of Anthropology, Museum of Natural History, University of Oregon. Assisting was Richard Pettegrew, Ph D. candidate, University of Oregon.

No historical or paleontological sites were discovered on the survey. Seven areas of aboriginal activity were discovered: one site had been destroyed; one is dispersed through dunes; and five have been recorded as archaeological sites.

Four of the sites, 35 LK 196, 35 LK 197, 35 LK 198 and 35 LK 199, have characteristics in common: They area on the old beach line of Abert Lake at about 4,280 feet in elevation; and the areas of concentrated land use are on the northern slopes of low ridges. Every reasonably flat area near the 4,280 foot contour was found to have indications of human occupation. The largest site, 35 LK 199, is situated in the area of easiest access to Abert Rim.

Site 35 LK 199 appears to be the most important site discovered. Surface indications are that it has potential for nomination to the "National Register". The present highway cuts across the edge of the site and it seems that there will be little need to disturb it further.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
In relationship to the project length, minor amounts of new right-of-way will be required. Two ownerships are involved: The BLM and a cattle ranch, with most of the takings necessary coming from BLM land. 17.1 acres C + J Stock and Land Co. would be required addition to some land required from the Bureau of Land Management.

Consequences:

Not significant (no improvements; no cultivated fields; no accesses; no irrigation facilities; etc.)

2. Estimated Changes in Traffic Patterns:

Patterns will not change, as the basic design of the road is not being modified (still two travel lanes, with no median).

Consequences:

3. Estimated Changes in Land Use:

None are anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Some terrestrial habitat will be lost to transportation uses. Losses will be confined mainly to the realigned portions of the road.

Consequences:

Minor local reductions in some rodent and insect population levels.

5. Expected Adverse Effects on Cultural and Scenic Resources:
Aesthetic values will be slightly degraded in the short-term, until man and nature have obliterated traces of the unused portions of the existing alignment. Potential archaeological resources have been found.

Consequences:
Significant archaeological findings have caused changes in the proposed realigned portions of the project in order that these findings may not be destroyed or affected. (Additional mitigation measures agreed to by BLM and David Cole are listed on the following page.)

(Continued)

Site	Comments
35 LK 196	O.S.H.D. will have the site tested and recorded by an archaeologist prior to construction; covered carefully with road fill and preserved; and the road built over it.
35 LK 197	Minor portions that are impacted will be salvaged by an archaeologist prior to construction.
35 LK 198	Probably will not be impacted al all, but if so it will be salvaged prior to construction.
35 LK 199	The centerline of the highway will be shifted to the north enough to completely miss this site. The existing south R/W line will be used as the control. An amendment to O.S.H.D.'s original Right-of-Way Request will be submitted to the BLM.
35 LK 200	Prior to construction the site will be surveyed, mapped, and photographed. Disturbance during construction will be kept to the minimum necessary.

The State Highway Division will contract with an archaeologist to complete the above work before construction takes place near the archaeological sites. Restrictions to the contractor's actions in regard to these sites will be included in his contract.

6. Preliminary Identification of Areas of Critical Environmental Concern:
Only one possible critical area is descernible at this time: The BLM has proposed the withdrawal of certain lands in the area for a scenic corridor. When completed, the withdrawal will prohibit appropriation under the public land laws, including the mining laws (leasing will still be allowed). The southern one-third of the project is within the proposed corridor. (Maps and the proposal are attached.) BLM is closely involved in the planning process. No significant damage to the Scenic Corridor will occur.
7. Potential for Controversial Issues:

No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer		X	
Urban Planner			
Geologist		X	

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

In accordance with Chapter 1, Title 23 CFR, Part 771, this project is judged to be a non-major action.

5-28-75

R

Hogback Summit–
Pike Ranch
Section

Lake Co.

R22E

R23E

T30S

T31S

T32S

T33S

Alkali Lake

Venado Dam

Hogback Summit
El 5039

Pike Ranch

Jay Mtn

Begin Project MP 65.8

End Project MP 73.4

LAKE

HARNEY

COUNTY

ABERT

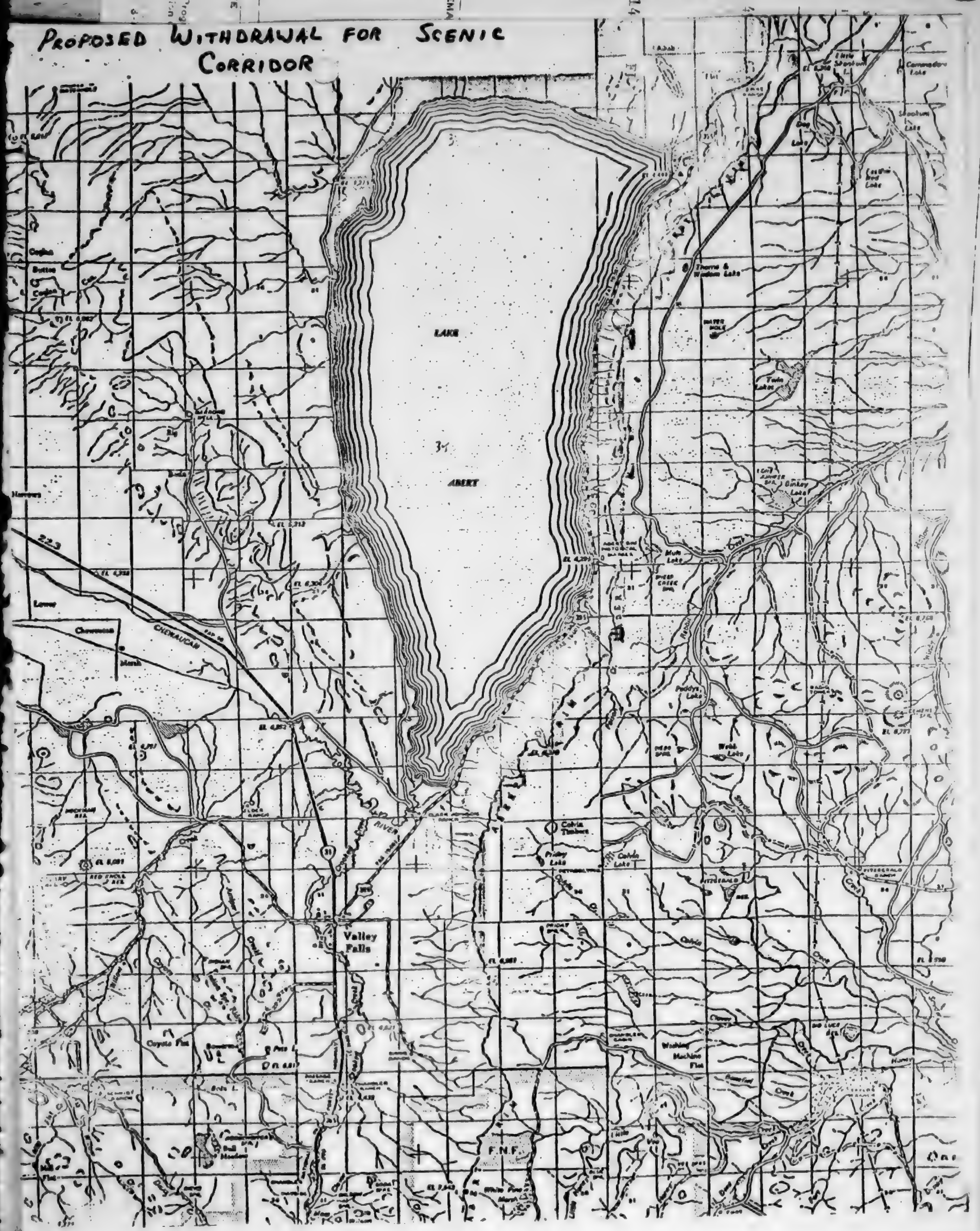
ABERT

1293

5-28-75

E

PROPOSED WITHDRAWAL FOR SCENIC CORRIDOR



PUBLIC LAND ORDER

(CR 12177)

OREGON

WITHDRAWAL FOR SCENIC CORRIDOR

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, and reserved as a scenic corridor.

Willamette Meridian

Abert Rim Scenic Corridor

T. 34 S., R. 21 E.,
sec. 1, lots 1, 2, and 3;
sec. 12, lots 1, 2, 3, and 4;
sec. 13, lots 1, 2, 3, and 4;
sec. 24, lots 1, 2, 3, and 4;
sec. 25, lots 1, 2, 3, and 4.

T. 35 S., R. 21 E.,
sec. 1, lot 1, S½NE¼, and S½;
sec. 2, lots 1 and 2 and SE¼SE¼;
sec. 11, lots 1, 2, 3, and 4, SE¼, E½SW¼, S½NE¼, and NE¼NE¼;
sec. 12, W½, W½SW¼, NE¼SW¼, and N½NE¼;
sec. 13, W½NW¼;
sec. 14, N½, N½S½, and S½SW¼;
sec. 15, lots 1, 2, 3, and 4, S½, and SE¼NE¼;
sec. 22, lots 1 and 2, S½, NE¼, and E½NW¼;
sec. 23, N½N½;
sec. 27, lots 1, 2, 3, and 4, S½, W½SE¼, S½NW¼, and SW¼NE¼;
sec. 28, E½, SE¼NW¼, and NE¼SW¼;
sec. 33, E½;
sec. 34, W½ and W½E½.

8243 5-28-75 E

T. 36 S., R. 21 E.,
sec. 3, lots 2 and 3, E½SW¼, W½SE¼, SW¼NE¼, and SE¼NW¼;
sec. 10, E½ and E½NW¼;
sec. 11, lot 4;
sec. 15, E½.

T. 33 S., R. 22 E.,
sec. 3, lots 2 and 3, W½SE¼, SE¼NW¼, SW¼NE¼, and E½SW¼;
sec. 9, SE¼ and E½SW¼;
sec. 10, NE¼, SW¼, W½SE¼, and E½NW¼;
sec. 15, W½W½ and NW¼NW¼;
sec. 16, E½ and E½W½;
sec. 20, lot 6, SE¼, SE¼NE¼, and SE¼SW¼;
sec. 21, NW¼, N½SW¼, SW¼SW¼, W½NE¼, and NE¼NE¼;
sec. 29, W½, W½NE¼, and NE¼NE¼;
sec. 30, lots 1, 2, 3, and 4 and SE¼SE¼;
sec. 31, lots 1, 2, 3, and 4, SE¼, S½NE¼, and NE¼NE¼;
sec. 32, N½NW¼, SW¼NW¼, and NW¼SW¼.

T. 34 S., R. 22 E.,
sec. 6, lots 2 to 8, inclusive, E½SW¼, SE¼NW¼, SW¼NE¼, and NW¼SE¼;
sec. 7, lots 1, 2, 3, and 4 and E½W½;
sec. 18, lots 1, 2, 3, and 4, E½W½, W½SE¼, and SW¼NE¼;
sec. 19, lots 1, 2, 3, and 4, E½W½, and NW¼NE¼;
sec. 30, lots 1, 2, 3, and 4 and E½W½;
sec. 31, lots 1, 2, 3, and 4 and E½W½.

T. 35 S., R. 22 E.,
sec. 6, lots 3, 4, 5, 6, and 7 and SE¼NW¼.

The area described aggregates 12,284.80 acres in Lake County, Oregon.

2. The withdrawal made by this order does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the United States mining laws.

Secretary of the Interior

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-27-75

Transaction Number 6-19 and 6-20

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature): L. W. Rubien's May 22, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Public Lands

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. RS-49 & FLH-14 THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
49	RS-FLH-1(7)	1.52	289,750	226,550	Hogback Summit-Lake Abert Section Lake County State of Oregon	Grade, drain, pave
14	FLH-1(7)	6.09	1,235,250	1,235,250	"	"
		(7.61)	(1,525,000)	(1,461,800)		

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 30 '75

REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ad | File

REMARKS (Division)

6-2-75
ORIGINAL TO
L.W. Rubien

RECEIVED
JUN 2 1975
OFFICE OF

RECOMMENDED
DATE | SIGNATURE AND TITLE

APPROVED
DATE 5-28-75 | SIGNATURE AND TITLE

Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FHWA-1273 (Rev. 8-71)

GPO 915-690

8243

5-28-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8243 5-28-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: H-RS-1(7)

STATE PROJECT NO.: Hog Back Summit-Lake Abert Section

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-49 & PL-14

COUNTY NAME: Lake County

PROGRAM STAGE (Check) ☐ 1. ☒ ~~XXX~~ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7'75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 28, 1975	May 28, 1975	Secondary Route 19-001

STATE ROUTE NUMBER: Primary Route 49

GENERAL LOCATION:

US 395, 16.7 miles NE of Valley Falls, NE 7.6 miles

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping $1500
On the Job Training $2400

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's May 23, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed Title Sheet is returned herewith.

7-7-75
ORIGINAL TO
L.W. Rulien
w/att

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-28-75	D K Hansen for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8243

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project FLH-RS-1(7)
Hogback Summit-Lake Abert Section
Location/Design Approval

DATE: May 27, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information furnished with Mr. Rulien's May 22, 1975 letter, I hereby grant Location/Design approval for the subject project.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
cc Rulien
Wolfe
7-7-75

R

Form FHWA 121 (Rev. 5-73)

8243

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 27, 1975

In reply refer to: 1041EC.2/710.16

SUBJECT: Oregon Public Lands Funds

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Based on the estimate submitted for Public Lands Project FLH-RS-1(7), Hogback Summit-Lake Abert Section, we are advising our Regional office via copy of this memorandum to reduce Oregon's allotment of Public Lands Funds by $250,000.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 28 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy ltr

cc:
OSHD (L W Rulien)
Region (10ED)

5-28-75
CC Walke
Turpin

RECEIVED
MAY 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8243

49

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 23, 1975

TO Carl Williams
Regional Engineer

FROM John R. Oakes
Assistant R/W Engineer

REFERRED TO

	Beard		Read
WEC	Cole		Sample
	Eriksen		Watson
	Hagar		Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

SUBJECT File 48556 - BLM
Hogback Summit Pikes Ranch Section
(Hogback Summit - Lake Abert Section)
Lakeview-Burns Highway
Lake County

We have received the decision from the U.S. Government appropriating the necessary right of way to the State for this project.

For your information, I am listing below items 6 and 7 of Exhibit 'D' which are a part of this grant.

6. The grantee will notify the Lakeview Bureau of Land Management District Manager 14 days in advance of his intent to commence construction operation associated with this right-of-way grant.

7. Prior to any operations under this permit, the Permittee will engage a qualified archeologist, acceptable to the Authorized Officer, to make an archeological survey of the land to be disturbed or occupied. A certified statement, signed by the qualified archeologist, setting out the steps taken in the survey and the findings thereof as to the existence of antiquities or other objects of historic interest, shall be submitted to the Authorized Officer. If the statement indicates the existence of such objects which might be disturbed by operations under under this permit, the Permittee shall take such steps as may be required by the Authorized Officer, including archeological salvage. The responsibility for the cost for the certificate, survey, and salvage will be borne by the Permittee, and such salvaged property shall remain the property of the Permittor or the surface owner.

The Permittee shall immediately bring to the attention

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To ___/___/___
Bring Up ___/___/___
Other

RECEIVED
MAY 23 1975
ROAD DESIGN SECTION

Vanlaw
A. Olson
Terpin
Scott
Swenson
B. Olson
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of the Authorized Officer any antiquities or other objects of historic or scientific value or interest, including but not limited to historic or prehistoric ruins, fossils, or artifacts discovered as a result of operations under this permit, and shall leave such discoveries intact. Failure to comply with any of the terms and conditions imposed by the Authorized Officer with regard to the preservation of antiquities may constitute a violation of the Antiquities Act (16 U.S.C. 431-433).

JRO:ha

cc C. T. Keasey
J. H. Versteeg

8213

R

~~PRO-6-2~~

May 22, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. FLH-RS-1(7)

We are submitting program data for one jointly financed Federal Lands Highway-Rural Secondary Project No. FLH-RS-1(7), Item No. 14 (Federal Lands Highway) and Item No. 49 (Rural Secondary), "Hogback Summit-Lake Abert Section", which we desire to have included in the Federal Lands Highway and Rural Secondary Highway Programs.

Location/Design approval request being submitted concurrently with this program.

Encl.

DRH:jb

Budget Bureau No. 41-R2067; Approva

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

5-22-75

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	STA COD (2)
	1	US395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.			280 (50 DHV)	500	95	10	Oregon	4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (8) 14	NUMBER 23	SEQ. 7
	Gr., Dr., H.T. Pave								FLH-RS-	1	(7)

CARD 4	CLASS OF FEDERAL FUNDS: Public Lands	COUNTY NAME: Lake	CODE (14)(16) 037	
	NAME OF URBAN AREA (17-31): - -	ROUTE NO. S	FEDERAL-AID: 19-001 (32)	STATE: 49 (36)(37)	U.S.: 395 (41)

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (11)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1							US 395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.					
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Hogback Summit-Lake Abert Sec."	(7.65)	(1,525,000)	(1,461,800)		
								6.09	1,235,250	1,235,250		
								6.09	1,235,250	1,235,250		

PROJECT TOTALS

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS: This project is jointly finan
Lands and Rural Secondary Federal funds. Based on money value of which Public La
firm, any additional cost over and above within Federal Lands (6.09 miles) will b
Rural Secondary funds.

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-22-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.	ADT	280 (50 DHV)	500	95	10	Oregon	41	153	14

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ve								FLH-RS-	1	(7)		

Public Lands

COUNTY NAME: Lake — CODE: 037

ROUTE NO. S — FEDERAL-AID: 19-001 — STATE: 49 — U.S.: 395

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.						Gr., Dr., 2-12' lanes H.T. pave. with 4' paved shoulders.
ROW								
CONST (CODE) 6201		"Hogback Summit-Lake Abert Sec."	(7.65)	(1,525,000)	(1,461,800)			ROW - 120' min.; Access Control - complete; Parking Restrictions - none.
			6.09	1,235,250	1,235,250			
BY		PROJECT TOTALS	6.09	1,235,250	1,235,250			

APPROVAL DATES

REMARKS: This project is jointly financed using Public Lands and Rural Secondary Federal funds. Based on money value of which Public Lands funds is firm, any additional cost over and above within Federal Lands (6.09 miles) will be financed with Rural Secondary funds.

-over-

USCOMM-DC 48908-P61

HOGBACK SUMMIT-LAKE ABERT SECTION

PROJECT NO. FLH-RS-1(7)

Existing Facility: Two 10-foot bituminous surfaced travel lanes with 2-foot nominal shoulders.

Adjacent Sections:

Northeasterly End - Two 12-foot bituminous surfaced travel lanes with 4-foot paved shoulders.

Southwesterly End - Two 10-foot bituminous surfaced travel lanes with 2-foot nominal shoulders.

Project Data: The work consists of grading and draining two 12-foot travel lanes of high-type pavement with 4-foot paved shoulders on improved alignment.

Note: There are six portions on State-owned land, approximately 1.45 miles, in the project.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - A-95 review letter forwarded as a separate transmittal.

(b) District 11 - No functioning clearinghouse.

FHPM 7-7-5 Requirements

(a) Public Hearings - Not required under Oregon A this is a category 3 project needing a nonsig of additional right-of-way.

(b) Location/Design - Approval request being subm rently with this program.

Note: (1) This project is in Congressional District N

(2) On-the-Job trainees, as set forth in FHWA o 7-2(2), on this project will be determined stage, and the number stipulated in the P.S ments.

HOGBACK SUMMIT-LAKE ABERT SECTION

PROJECT NO. FLH-RS-1(7)

Two 10-foot bituminous surfaced travel lanes with
ulders.

End - Two 12-foot bituminous surfaced travel lanes
with 4-foot paved shoulders.

End - Two 10-foot bituminous surfaced travel lanes
with 2-foot nominal shoulders.

work consists of grading and draining two 12-foot
gh-type pavement with 4-foot paved shoulders on
.

ix portions on State-owned land, approximately 1.45
ject.

lroads, Airports, Water Development, Historical and
None involved.

ements:

learinghouse - A-95 review letter forwarded as a
transmittal.

11 - No functioning clearinghouse.

FHPM 7-7-5 Requirements

(a) Public Hearings - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.

(b) Location/Design - Approval request being submitted concurrently with this program.

Note: (1) This project is in Congressional District No. 2.

(2) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage, and the number stipulated in the P.S. & E. documents.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

5-22-75

Budget Bureau No. 41-R2067; Approv

U.S. DEPA BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): US395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.	ADT	PRESENT: 280 (50 DHV)	FUTURE: 500	YEAR: 95	REGION: 10	STATE NAME: Oregon	ST CO: 4
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RS-FLH-	NUMBER: 1	SEQ. (7
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA: - -							COUNTY NAME: Lake	CODE: 037	
									ROUTE NO. S	FEDERAL-AID: 19-001	STATE: 49	U.S.: 395

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		US 395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.						Gr., lane with shou
5					ROW								
5					CONST (CODE) 6201		"Hogback Summit-Lake Abert Sec."	(7.61) 1.52	(1,525,000) 289,750	(1,461,800) 226,550	63,200		
							PROJECT TOTALS	1.52	289,750	226,550	63,200		

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS: This project is jointly finan
Lands and Rural Secondary Federal funds. Based on money value of which Public La
firm, any additional cost over and above within Federal Lands (6.09 miles) will b
Rural Secondary funds.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-22-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): US395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.

ADT: PRESENT 280 (50 DHV); FUTURE 500; YEAR 95

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 075

ITEM NO.: 49

PROPOSED WORK (25 typewriter spaces): Pave

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR.:

PROJECT NUMBER: PREFIX LETTER(S): RS-FLH- ; NUMBER: 1 ; SEQ. NO.: (7)

T. Projects Only: POST MI.: ; DESIG.:

FUNDS: Rural Secondary

COUNTY NAME: Lake ; CODE: 037

ROUTE NO.: S ; FEDERAL-AID: 19-001 ; STATE: 49 ; U.S.: 395

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 395, 16.7 mi. NE of Valley Falls, NE 7.6 mi.						Gr., Dr., 2-12' lanes H.T. pave. with 4' paved shoulders.
ROW								
CONST (CODE) 6201		"Hogback Summit-Lake Abert Sec."	(7.61)	(1,525,000)	(1,461,800)			
			1.52	289,750	226,550	63,200		
		PROJECT TOTALS	1.52	289,750	226,550	63,200		

ESTIMATED PROJECT COST BY PHASES

APPROVAL DATES

REMARKS: This project is jointly financed using Public Lands and Rural Secondary Federal funds. Based on money value of which Public Lands funds is firm, any additional cost over and above within Federal Lands (6.09 miles) will be financed with Rural Secondary funds.

-over-

USCOMM BUSCOMM-DC 40[illegible]-P61

HOGBACK SUMMIT-LAKE ABERT SECTION

PROJECT NO. RS-FLH-1(7)

Existing Facility: Two 10-foot bituminous surfaced travel lanes with 2-foot nominal shoulders.

Adjacent Sections:

Northeasterly End - Two 12-foot bituminous surfaced travel lanes with 4-foot paved shoulders.

Southwesterly End - Two 10-foot bituminous surfaced travel lanes with 2-foot nominal shoulders.

Project Data: The work consists of grading and draining two 12-foot travel lanes of high-type pavement with 4-foot paved shoulders on improved alignment.

Note: There are six portions on State-owned land, approximately 1.45 miles, in the project.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse - A-95 review letter forwarded as a separate transmittal.

(b) District 11 - No functioning clearinghouse.

FHPM 7-7-5 Requirements

(a) Public Hearings - Not required under Oregon this is a category 3 project needing a nonsi of additional right-of-way.

(b) Location/Design - Approval request being sub rently with this program.

Note: (1) This project is in Congressional District

(2) On-the-Job trainees, as set forth in FHWA 7-2(2), on this project will be determine stage, and the number stipulated in the P ments.

HOGBACK SUMMIT-LAKE ABERT SECTION

PROJECT NO. RS-FLH-1(7)

Two 10-foot bituminous surfaced travel lanes with
ders.

End - Two 12-foot bituminous surfaced travel lanes
with 4-foot paved shoulders.

nd - Two 10-foot bituminous surfaced travel lanes
with 2-foot nominal shoulders.

ork consists of grading and draining two 12-foot
n-type pavement with 4-foot paved shoulders on

x portions on State-owned land, approximately 1.45
ct.

roads, Airports, Water Development, Historical and
None involved.

ents:

aringhouse - A-95 review letter forwarded as a
transmittal.

1 - No functioning clearinghouse.

FHPM 7-7-5 Requirements

(a) Public Hearings - Not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.

(b) Location/Design - Approval request being submitted concurrently with this program.

Note: (1) This project is in Congressional District No. 2.

(2) On-the-Job trainees, as set forth in FHWA orcer interim 7-2(2), on this project will be determined at P.S. & E. stage, and the number stipulated in the P.S. & E. documents.

2243

OREGON STATE HIGHWAY DIVISION

PRO 6-2

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 22, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Project No. FLH-RS-1(7)
Hogback Summit-Lake Abert Sec.
Lakeview-Burns Hwy. (US 395)
Lake County

We request your approval of the location/design described in the enclosed study report for the subject project on FAS Route 19-001.

The report consists of the following documents:

1 copy Corridor/Design Study Report
1 copy Public Hearing Documentation (DOT)
1 copy Preliminary Contract Plans

A copy of the State Clearinghouse A-95 review letter being forwarded as a separate transmittal. District 11 has no functioning clearinghouse at the present time.

Nonmajor action project assessment was forwarded May 20, 1975 requesting FHWA concurrence.

Public hearings not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.

The description of the location/design for which we are requesting your apprval is being published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication was forwarded previously.

Enclosures

JG:jb

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
J. H. Versteeg
W. J. Hart
Co.-City (G. Hopkins)
D. E. Swan
B. L. Gifford
Region 4 (C. Williams)

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 2 3 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

HIGHWAY PROJECT DESIGN STUDY REPORT

HOGBACK SUMMIT-LAKE ABERT SECTION

LAKEVIEW-BURNS HIGHWAY

LAKE COUNTY

Attachments (4 copies each):

1. Traffic data
2. Letter concerning archeological sites along project
3. Plans, profiles and typical sections

This is a Category 3 project involving nonmajor action. Its purpose is to straighten, upgrade and resurface a 7.6-mile section of two lane highway to provide two 12-foot travel lanes and two 4-foot paved shoulders. The 1974 ADT was 280 vehicles, approximately 13 percent being trucks (45 percent of the trucks are 5-axle). The projected 1994 ADT is 500 vehicles. The project was formerly designated as the Hogback Summit-Pike's Ranch Section. Estimated cost of the project is $1,900,000, to be financed through a special grant utilizing Public Lands Highway Funds.

No public hearing is required. An insignificant amount of right of way will have to be purchased from one private owner. No families, businesses, farm operations or nonprofit organizations will be displaced.

During the location phase it was ascertained that five possible archeological sites exist in the corridor selected for the project. The necessary mitigating measures to minimize the impact of the project on these sites are discussed in Attachment 2. They include some shift in the centerline of the highway and the retention of an archeologist

to test, record, survey, map and photograph the sites and to salvage any cultural material that may be recovered prior to construction.

We recommend that the project be approved as modified by the measures taken to protect the archeological sites.

WAE:mc

5/22/75

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F.B. Klaboe
Administrator of Highways

PIETER
file

May 9, 1975

Mr. Marvin LeHoue
Manager, Lakeview District
Bureau of Land Management
Lakeview, Oregon, 97630

Dear Mr. LeHoue:

I'm writing to confirm today's telephone conversation with Ken Boyer and Mel Schlagel. We discussed specific mitigating measures to take on each archaeological site along the Hogback Summit-Pike's Ranch project. A summary of our discussion follows:

Site	Comments
35 LK 196 (Sta. 925)	O.S.H.D. will have the site tested and recorded by an archaeologist prior to construction; covered carefully with road fill and preserved; and the road built over it.
35 LK 197 (Sta. 935-950)	Minor portions that are impacted will be salvaged by an archaeologist prior to construction.
35 LK 198 (Sta. 1005)	Probably will not be impacted at all, but if so it will be salvaged prior to construction.
35 LK 199 (Sta. 1025-1035)	The centerline of the highway will be shifted to the north enough to completely miss this site. The existing south R/W line will be used as the control. An amendment to O.S.H.D.'s original Right-of-Way Request will be submitted to the BLM
35 LK 200 (Sta. 1070)	Prior to construction the site will be surveyed, mapped, and photographed. Disturbance during construction will be kept to the minimum necessary.

Mr. Marvin Leiloue

The State Highway Division will contract with an archaeologist to complete the above work before construction takes place near the archaeological sites. Restrictions to the contractor's actions in regard to these sites will be included in his contract.

We appreciate very much the speed with which you and your staff have acted on our proposal.

Yours very truly,

David S. Fenton
Regional Environmentalist

DSF:pw

cc: Victor D. Wolfe
Gary A. Potter

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Victor D. Wolfe
Location Engineer

DATE: May 21, 1975

File No.: Lake County

FROM: Tom Schwab
Transportation Engineer

SUBJECT:

Public Hearing Documentation
Hogback Summit-Lake Abert
Lakeview-Burns Highway
Lake County

Improvement of the subject section is shown in the suggested Six-Year Construction Program as a future bond project. This highway provides for travel between Lakeview and the Burns-Ontario area. The purpose of this project is to improve the standard of roadway in this section. The pavement has two 10-foot lanes and gravel shoulders of four to five-foot width.

Passenger car travel is the only means of travel in this corridor since no bus or rail passenger service is provided. During 1974, the average daily traffic volume on this section of roadway was 280 vehicles. Assuming unrestrained travel and no improvement in public transportation in this corridor, the projected 1994 average daily traffic is 500 vehicles.

For the period January 1, 1970 through December 31, 1974 the accident rate for this section of highway was 0.3 accidents per million vehicle miles of travel. This compares with a statewide accident rate for the same period on similar types of highway of 2.0 accidents per million vehicle miles.

TS:ap
cc: Don Keyes
George Ramjoue'

61-125-1367

8243

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 29, 1975

TO Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning
and Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for F.L.H. Funds
State Admin. Dist. No. 11
Hogback Summit-Lake Abert Section
Lakeview-Burns Highway
Lake County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be May 28, 1975.

Attachment
BLG:wm

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
J. L. Gunter
Carl M. Williams
Aeronautics Division

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:		Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Dept. of Transportation			[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. W. Rulien	[45	46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION: 6563	[59
01	12] PROJECT TITLE: Hogback Summit-Lake Abert Sec.,				District 11	[71
11	12] PROJECT LOCATION CITY: Lakeview-Burns Highway	[45	46] PROJECT LOCATION COUNTY: Lake			[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project, 7.6 miles in length, lies northeasterly of Lake Abert. The					[71
06	12] route follows the existing facility with minor changes in alignment.					[71
07	12] The standards proposed for the reconstruction will provide two-12 foot					[71
08	12] travel lanes with 4-foot shoulders. Primarily the project involves					[71
09	12] surface reconstruction, widening, with slight alignment improvement.					[71
10	12]					

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
12	1,537,500		362,500	0 0	0 0	1,900,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways			[71
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Admin.	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	☐ 36

(E) ENVIRONMENTAL IMPACT

Yes	No
☐ 37	[X] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
☐ 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May | 43] DAY [44: 28 | 45] YEAR [46: 1975

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: April 29, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: April 29, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Public Lands Funds

Annual Six Year Construction Program 1975

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 60
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a category 3 project of non-major action. An Environmental Assessment is being prepared according to Oregon's Action Plan.

An insignificant amount of right-of-way will be required from one owner with the majority of construction within available right-of-way.

This project is proposed by the State Highway Division and will be financed through a special grant utilizing Public Lands Highway Funds.

T 35 S.

T 36 S.

T 31 S

PROPOSED FLH PROJECT

F

Sta. 0+00

M.P 90.02

ORE. ROUTE 31

The Narrows

Coglar Butte

Sta. 880+00

MP 73.35

Sta. 1280+00

MP 65.63

B=65.75A

X L Ranch

LAKE ABERT

19-001

FAS RT. 405

VALLEY FALLS

OJECT

182+10

Poison Cr.

Abert

1166+33.7

1163+00.0

HOGBACK SMT. — LAKE ABERT SEC.
LAKEVIEW — BURNS HWY.
LAKE COUNTY

8244 Daisy St-SPRR (Springfield) 1975
Sec on Springfield-Creswell Hwy
(Grading and paving)

A & R 553 7-30-75

8244

December 18, 1975

The American Insurance Company
921 SW Washington St.
Portland, OR 97205

Gentlemen:

On December 15, 1975, we wrote to you concerning release of final payment on Contract No. 8244 awarded to Shur-Way Contractors, Inc. for work on Daisy Street-S.P.R.R. (Springfield) Section of the Springfield-Creswell (42nd Street) Highway in Lane County.

Final payment on this contract is $4,160.43 and the total contract amount is $35,182.39 including $1,536.90 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Shur-Way Contractors, Inc.
PO Box 1908
Eugene, OR 97401

Ward Insurance Agency
149 12th Avenue, West
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Transportation
Oregon State Highway Commission

DATE November 18, 1975

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Daisy Street-S.P.R.R. (Springfield)**
Contract No. 8244
Request for Additional Authorization

This project was completed September 19 and final costs now indicate an overrun slightly in excess of the 10 percent that would be allowed on this size project. The actual cost is expected to show an overrun of $11,256.63, or 11.46 percent.

This was a small project in the city to provide better alignment of two reversing curves on 42nd Street (the Springfield-Creswell Highway route). A significant early change from the contract plan was made in order to better fit the ground conditions. The plan grade was lowered through part of the project to allow easier development of the adjacent property. This required significant changes in the drainage plan and caused overruns in general excavation, trench excavation and 18-inch sewer pipe, amounting to over $7,000. It also increased the engineering cost.

This was a State Bond project, but the City of Springfield paid for the Portland Cement Concrete sidewalk work. Your approval of the $11,256.63 increase to a new total authorization of $109,453.86 is requested. This will be on the agenda for your consideration at your November 25 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/forms)
C. T. Keasey
H. S. Coulter
Vern Skoog
Gary Sund
Jack Graham
Alfred Shirley

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 17, 1975

FILE: CON 5 #8244

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Daisy Street-S.P.R.R. (Springfield)
Contract No. 8244
Request for Additional Authorization

This project was completed September 19 and final costs now indicate an overrun slightly in excess of the 10 percent that would be allowed on this size project. Actual cost is expected to show an overrun of $11,256.63, or 11.46 percent.

This was a short project in the City to provide easier alignment on 42nd Street (the Springfield-Creswell Highway route) through two reversing curves. A significant early change from the contract plan was made in order to properly fit the ground conditions. The plan grade was too high through part of the project to allow most practical development of the adjacent property. The grade was lowered through the middle of the project but this required significant changes in the drainage plan. This caused the overruns in general excavation, trench excavation and 18 inch sewer pipe, amounting to over $7,000 as shown on the E-372 form attached. It also aggravated the engineering which is badly overrun. This work was handled by a new crew organized to engineer this and other projects in the area, some of which were delayed in bidding. This was a comparatively small project, but with 23 bid items and related engineering to accomplish the curbed urban street section we were building.

This was a State project, but the City of Springfield paid for the P.C.C. sidewalk work. A rough draft letter to the Transportation Commission requesting an increase to a new total authorization of $109,453.86 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

NOV 17 1975

Office of
Assistant State Highway Engineer

8244

FORM 81.734.3030

Coulter — B

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 14, 1975

FILE: CON 5

NOTED
H. S. COULTER

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Engineering Expense
Daisy St.-SPRR (Springfield)
Springfield-Creswell Highway
Contract No. 8244

Pleasant Hill & Rattlesnake
Road Section
Willamette Highway
Contract No. 8194

You requested an explanation of the large overrun of engineering on the subject projects. The following explanation appears both reasonable and simple.

1. John Scofield was the Resident Engineer on both projects.

2. The Jct. City-Airport Rd. job was removed from the schedule. This was a very large project and was the principal reason Scofield was moved into the Eugene area. Since the job did not go, the remaining available work was split up among three Resident Engineers in Eugene.

3. Move-in costs for Scofield and crew had to fall on the small jobs to which he was assigned.

4. Scofield's new crew was put together utilizing a few people from the other local crews but mostly new "green" hires.

5. Both the Daisy St. and Willamette Hwy. jobs required considerable revision. These were small, difficult jobs requiring a disproportionate amount of engineering.

6. Scofield's people were used as much as possible with the other two Resident Engineers having work in the area. This was intermittent, however, and did not help much in reducing charges to the two jobs in question.

We are not happy with any overrun in engineering but sometimes it is unavoidable. Hopefully we will not have a recurrence in the immediate future.

JXW/cw

JXW

cc Coulter

RECEIVED
STATE HWY ENGR
NOV 18 '75
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | A.I | File

RECEIVED
NOV 18 1975
Office of Assistant State Highway Engineer

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 18 1975
CONSTRUCTION SECTION

I don't believe a Res Eng. should be moved into an area for a proj'ect until the contract is awarded. We have been burnt too many times this way Ben

8244

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Daisy St. - S.P.R.R. (Springfield)		WEEK ENDING: November 1, 1975
HIGHWAY: Springfield-Creswell(42nd St.)		SECTION PREFIX: 120-0504
NAME OF JOB: Daisy St.-S.P.R.R. (Springfield)	KIND OF WORK: Grade & Pave	COUNTY: Lane
CONTRACTOR: Shur-Way Contractors, Inc.	CONTRACT NUMBER: 8244	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 8, 1975	DATE WORK STARTED: July 28, 1975	ESTIMATED COMPLETION DATE: September 19, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 54
PROJECT AUTHORIZATION: $ 98,197.23	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 54
EXCLUSIVE OF ENGINEERING: $ 89,621.05	ENGINEERING AUTHORIZATION $ 8,576.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 85,953.85	ENGINEERING COST TO DATE $ 22,550	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4.1 %	PERCENT OF AUTHORIZATION 263 %	DATE PROJECT WAS COMPLETED: September 19, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.25	0.25			0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1640 C.Y.	4300 Tons			1350 TONS
TOTAL QUANTITIES CORRECTED TO DATE	2472.6	4264.7			1294.74
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2472.6	4264.7			1294.74
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Showers			
MONDAY	Cloudy - Showers			
TUESDAY	Cloudy - Showers			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy - Showers			
FRIDAY	Overcast			
SATURDAY				

Keasey Routing
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
Berg

RECEIVED
NOV 3 1975
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate submitted to Region office on October 27, 1975.

This will be the final weekly report for this project.

Copies: Construction 2✓
Region
File

SIGNED Brian L Shelton for John T. Scofield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8244

R

July 30, 1975

City of Springfield
City Hall
Springfield, OR 97477

Attention: George Vinsen
City Recorder

A & R #553

Gentleman:

Attached for your records is a fully executed copy of an agreement providing for the construction of the Daisy Street-SPRR (Springfield) Section of the Springfield-Creswell Highway and the abandonment of the old alignment to the city.

We have retained a fully executed copy of the agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attachment

bc Don Harwell (Agree. att.)

fkn/hb

Letter agreement
3 fold

8244

RECEIVED
JUL 3 1975
FILE: Con: 5-8244

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE CONSTRUCTION SECTION
Eugene, Oregon 97401
June 30, 1975

SUBJECT: Transmittal of R/w Documents, Daisy St. - S.P.R.R. (Springfield) Section

John T. Scofield
Resident Engineer

Alfred Shirley Jr.
Regional Engineer

Enclosed is a copy of a letter from the City of Springfield, transmitting the Right of Way Documents for the Daisy St.--S.P.R.R. Section of the Springfield--Creswell Highway. Also enclosed are copies of the R/w Documents.

We still need an easement on the easterly side from the Dent's property in order to build the slopes, and a permit of entry to work on the P.P.&L. (Springfield Utility Board) property in front of the sub-station.

To minimize R/s' requirements we have done the following:
1) At City request, eliminated the 5 foot walk on westerly side. We will construct a 5 foot earth berm behind the curb.
2) Lowered grade at 18+50 by about 1.5 feet. This was done by revising the drainage, and keeping the 18 inch pipe behind the westerly curb line. The grade was lowered to fit the existing ground a little better, in order to satisfy Mr. Dent. This revision will conform to the design submitted by Doug Greene.
3) Eliminated the ditch on the easterly side from Sta. 22+25 to 24+50 by putting an 18-inch culvert in the ditch, and daylighting the pavement for the bikepath. This will eliminate the need to relocate the sub-station fence.

These changes will result in the following quantity changes.
1) General Excavation increases by about 1,100 c.y. @ $2.59 per c.y. = +$2,650.
2) 18 inch pipe increases by about 380 Lin. Ft. @ $10.38 = +$4,000.
3) Concrete Walks decrease by about 280 Sq. Yds. @ $9 per Sq. Yd. = -$2,500.
4) Concrete Pipe Encasement will be reduced by about 20 c.y. @ $39.88 = -$800.

Approximate net increase to project cost will be $3,350.

I will maintain liaison with the City of Springfield, and inform you when City provides permit of entry to sub-station site, and slope easement from Mr. Dent.

The pre-construction Conference is still scheduled for July 2nd at 10 AM.

attach.

7-2-75
CC: C.T. Keasey + No slope easement from Dent will be req'd. Quantity adjustments will be covered by PA. -J.X.L.

REFERRED TO Reed, Sample, Board, Cole, Watson, Eriksen, Wolfe, Hager, File Copy, Return, Discuss, Do BY FINAL DESIGN ENGINEER

RECEIVED JUL 7 1975 ROAD

Richards, Glenn, Bond, Kleasey, Terpin, Scott, Swenson, R. Olson, Warren, Walker, Johnson, Hayward, Richmond, Bell, Vernon, A. Olson

Request Reply Approval Receiver Keep Do not File Return To Routing Other

#9244

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 25, 1975

FILE:

FROM: Specifications Unit

SUBJECT: Footpaths and Bicycle Trails for Daisy St.-S.P.R.R. (Springfield) Sec. Springfield-Creswell Hwy. (42nd St.) Lane County

TO: Victor D. Wolfe, Location Engineer
Attention: Don Shaffer

NOTED
E. S. HUNTER

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
10.	1"-0 Aggregate Base	Ton	155	3.39	525.45
11.	Class "B" or Class "C" Asph. Conc. Mix.	Ton	100	9.75	975.00
20.	Concrete Walks	Sq.Yd.	213	9.00	1,917.00
22.	Concrete Curbs	Cu.Yd.	5	70.00	350.00
				TOTAL	$3,767.45

Width: 8' Length: 0.22 mile

Total of all contract items $ 79,461.77
5 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
Bob Church

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Transportation Oregon State Highway Commission xxxxxxxxxxx

DATE June 18, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 458, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

-244

October 1, 1974

Mr. Laurence E. Thorp
Sanders, Lively & Wiswall
644 North A Street
Springfield, Oregon 97477

Dear Mr. Thorp:

In reply to your September 9 letter, we are submitting the following replies to your questions:

(1) The Daisy Street curves' project on South 42nd Street on the Springfield-Creswell Highway has been scheduled for construction with bond funding. Tentatively, it was to be constructed with funds from the second year's sale. At the present time, in discussions among our Region office in Roseburg, the City of Springfield, and Council of Government representatives, it is proposed to explore the possibility of contracting this project during the spring or summer of 1975. At this writing, we cannot say whether or not this can be accomplished.

(2) and (3) The desirable date for contracting the project would be about April. Logs decked on the proposed right-of-way would delay the contract until they were removed.

(3) It could have possible detrimental effects.

(4) Delay in awarding the contract until after June could delay completion of the project until 1976. This project should be completed in one season to realize maximum economy.

If we can be of further assistance, please advise.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
Alfred Shirley (w/att.)
L. W. Rulien "

GCW:jp srb

RECEIVED
STATE HWY ENGR
SEP 11 '74
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Marvin O. Sanders
Jack B. Lively
William Wiswall
John L. Svoboda
Max S. Taggart II
Laurence E. Thorp
Douglas J. Dennett
Fredrick Siegrist

LAW OFFICES
SANDERS, LIVELY & WISWALL
644 NORTH A STREET
SPRINGFIELD, OREGON 97477
TELEPHONE 747-3354
AREA CODE 503

COTTAGE GROVE OFFICE
1785 E. MAIN STREET
COTTAGE GROVE, OREGON 97424
TELEPHONE 942-3371
AREA CODE 503

September 9, 1974

Mr. F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I represent the owner of real property on South 42nd Street in Springfield. On behalf of my client, I am attempting to get a conditional use permit from the City of Springfield to cold deck logs on that property. At the public hearing, which was conducted regarding the conditional use permit, representations were made by other residents of the area that the State Highway Division has agreed to rebuild South 42nd Street under funds approved in 1973 by bond issue. Such representations were, in part, the basis for the Planning Commission's denial of the application for the conditional use permit.

Would you please be so kind as to respond to the following questions for me regarding this matter:

1. What is the time schedule for the construction, or reconstruction, of South 42nd Street?

2. What affect, if any, will the activities of hauling logs to and from a cold deck off of South 42nd Street between the present time and June 1, 1975, have upon the State Highway Division's plans for the reconstruction of South 42nd Street?

3. Would such conditional use permit, if it were limited in duration to June 1, 1975, have any affect whatsoever, pro or con, concerning the plans for the improvement of South 42nd Street?

4. What are the affects, if any, referred to in paragraph 3 above?

I would greatly appreciate your prompt attention to this matter inasmuch as it will have a significant impact upon my client's application.

RECEIVED
SEP 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Thank you for your cooperation.

Very truly yours,

SANDERS, LIVELY & WISWALL

L E Thorp

Laurence E. Thorp

LET:je

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 17, 1974

SUBJECT: Daisy Street Section
Springfield-Creswell Highway

TO: Alfred Shirley, Jr.
Regional Engineer

In reply to J. X. Wilson's letter of September 10 as discussed between you and George Wills, it is the Location Section's recommendation that we discuss the right of way problem with City of Springfield Administration. If they are agreeable to contacting the property owners and securing permission to proceed with right of way acquisition without a hearing, the Highway Division would attempt to get the project under contract next summer. Whether the financing would come from first or second year program would be subject to negotiation with COG.

Please proceed with the survey as appropriate events indicate.

Victor D. Wolfe
Location Engineer

Att.

GCW:mc

cc E. S. Hunter
L. W. Rulien
Doug Greene

RECEIVED
SEP 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Salem

September 18, 1973

Alfred Shirley, Jr.
Regional Engineer

H. S. Coulter
Assistant State Highway Engineer

Improvement of Springfield-Creswell Highway
(City of Springfield letter dated 9-6-73)

I am returning your correspondence from the City of Springfield.

As you recommended, the Highway Division is not interested in improving the Springfield-Creswell Highway in the vicinity of 42nd and Daisy Streets. We believe any improvements to this highway should occur on the located line about two miles easterly.

Please so advise the City.

HSC:ia

Att.

cc Don Harwell

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

346 MAIN STREET
747-4221

September 6, 1973

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

The proposed relocation of South 42nd Street from Daisy Street south through the Glen Dent property has become an urgent matter. If you will recall, your staff and the staff of the Public Works Department of the City of Springfield have agreed on the location for relocating South 42nd Street through the Glen Dent property. Mr. Dent has offered to deed the right-of-way if the State would construct the roadway. The main purpose behind this proposal was to eliminate the two 90° turns at Daisy Street which are a continual problem because of the type of traffic (log trucks, etc.) and the volume of traffic.

Mr. R. Wilson Hutchison, Registered Professional Engineer representing Mr. Glen Dent, presented a revised preliminary subdivision plan for the Glen Dent property to the Planning Commission at their meeting last night. This new design does not provide right-of-way as planned. Access to the properties are taken from 42nd Street and from Daisy Street.

The Planning Commission has asked the staff for information as to the status of the development of the relocation of South 42nd Street and if the State Highway Division was to construct this project, what would the project include.

As per our telephone conversation yesterday, I have fully realized the financing problems at the State level. However, I believe that the State needs to make a firm commitment on this project in the immediate future while the property owner is agreeable to donating the necessary right-of-way. If a decision is not forthcoming, the City will have to seriously consider the alternate subdivision proposal which would virtually eliminate the correction of the problem existing at this location.

This relocation and the total improvement of South 42nd Street from Main Street to the south City limits has been included in our list of projects for Area 5 expenditures of the $150 million dollar bond issue at the State level. However, because of the urgency of a decision so that the developer can make proper plans, we do need a decision from the State Highway Division on the specific relocation section of South 42nd Street.

I would ask that you give this matter your immediate attention and since I will be on vacation for the next three weeks, please convey your comments to Mr. Michael Kelly, City Engineer for the City of Springfield.

Very truly yours,

James H. Fleck

James H. Fleck
Director of Public Works

JHF:sk

Attachment

cc: Donald N. Harwell
R. Wilson Hutchison
Michael Kelly

8244

bc: R. L. Schroeder
H. S. Coulter
L. E. George
D. H. Moehring
Ralph Sipprell
William Anhorn

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. James M. Flock
Director of Public Works
City Hall
Springfield, Oregon 97477

February 23, 1973

Dear Hal,

In reference to our meeting and discussion on Tuesday, February 13, on various items of concern regarding highways in the Springfield area, please be assured that I have discussed these with regional personnel in Roseburg who have taken these matters under advisement for review and study.

The matter of illumination at the Mohawk Interchange is one of long-standing concern to the City and it is being considered on a priority basis along with other projects of similar nature.

Another matter of extreme concern to the City is that of alleviating the right-angle curves at 42nd and Daisy Streets on the Springfield-Creswell Highway. This will also have to be considered based on a priority basis regarding available funding, etc.

We appreciate your bringing these matters to our attention and we will be in contact with you in the near future by and through our Region 3 personnel.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
R. L. SCHROEDER

By

D. N. Harwell
Assistant Engineer
County and City Section

RECEIVED
FEB 26 1973
Office of State Highway Engineer

DNH:ljt
cc: J. H. Versteeg, Region 3

Ca 8-2-3
Hist

OREGON STATE HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. James H. Fleck
Director of Public Works
City Hall
Springfield, Oregon 97477

February 14, 1973

Dear Mr. Fleck:

At a January 16 meeting with you and Mr. Ted Morgan, several items of concern to the City of Springfield were discussed. The following is a progress report as of February 14, 1973 on these topics.

1. Daisy St. and 42nd St.

A letter was sent to the City of Springfield suggesting co-op project dependent on available State funds.

2. 42nd St. (Main to Jasper Road) Bikeway

As only one bicycle was observed at the school, the City is to document pedestrian and bicycle usage and advise Highway Division of findings.

3. PCC Walks, Main Street

State will provide temporary A.C. sidewalks in the area of State ownership at 57th Street and McKenzie Highway if the City constructs the proposed PCC walks on both sides of Main Street out to the east city limits.

4. City was supplied with a copy of the interchange design for the intersection of 52nd Street and the Eugene-Springfield Highway. This design is a 1967 version and has not been updated.

NOTED
R. L. SCHROEDER

RECEIVED
FEB 16 1973
Office of
Assistant State Highway Engineer

5. The requested signalization of 3rd and Main Streets was also to include a widening project on 3rd Ave. A co-op agreement on widening of 3rd Ave. would be the first step, but funds for these signals would still be a problem.

6. The question of illumination of Mohawk Road Interchange and 2nd and 3rd Street couplet Interchange is under review by L. E. George, Traffic Engineer.

7. Approval of the city's request to install an emergency fire preemption system at 5th and Main and 5th and South A is being delayed until the 3M system has been evaluated. Mr. Judson of our Electrical Division will contact 3M and secure a sample to evaluate.

8. 11 Type EA Pretimed Controller Replacement.

It appears that a cooperative project for replacing these controllers is in order but our Traffic Engineer advises that no funds are available at the present time.

9. The signalization of 6th and Main Streets is on the Highway Division's list of deferred projects and will be reconsidered with other such projects after the beginning of the next fiscal year.

10. Sign "Gateway to the McKenzie"

The Highway Division would not object if vertical and horizontal clearance was met and providing the structure design was checked and approved by our Bridge Division.

11. City request to stripe Mohawk Road with the Mohawk Interchange approved, subject to city's maintenance of reflectorized buttons.

12. Requested data on a suggested ramp in the southeast quadrant of 2nd-3rd Street Interchange with Eugene-Springfield Highway has been supplied. City studying right of way problems.

13. The planned extension of 2nd and 3rd Street Couplet to Harlow Road may require drop arm gates at the Southern Pacific tracks. This is a responsibility of Lane County and is being handled by Mr. Driver.

14. The possibility of parking removal along Main Street in the CBD when the covered parking area is complete in 1973 would greatly improve traffic flow. The high crown of Main Street may be a problem to the city. It would be expensive to remove the existing pavement and resurface Main Street. It might be possible to come up with some proposal that would make this proposal acceptable but the outlook is dim at the moment.

15. The Weyerhaeuser signal on the McKenzie Highway at 48th Street has not been reviewed in detail. We will get this investigation underway.

This is avvery brief review of these fifteen subjects and if further details are desirable, we will be glad to supply additional information.

If we can be of any further assistance, please advise us.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc William Anhora
Glen Clark

bc Robert L. Schroeder
L. E. George

RECEIVED
STATE HWY ENGR
FEB 16 '73
REFER TO
FOR
Info | Engrs | R/D | DIR | Sign | Act | File

RECEIVED
FEB 16 1973
Office of
Assistant to the Highway Engineer

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. James H. Fleck
Director of Public Works
346 Main Street
Springfield, Oregon 97477

February 13, 1973

Re: City of Springfield Request for
Cooperative Project
S. 42nd/Daisy Street Section
Springfield-Creswell Hwy. 222

Dear Mr. Fleck:

By past correspondence and discussions, most recently on January 16, 1973, consideration was requested of our undertaking a joint venture with the City of Springfield for improvement of the south 42nd and Daisy Street intersection on the Springfield-Creswell Highway.

The proposal basically was for easing the existing double 90° curves with possible inclusion of a bike path on the reconstructed section. The project was estimated to cost $35,000 to $40,000. Detailed survey work has not been done yet to refine this estimate.

This matter has been discussed with Administration and the project will be added to a cooperative-construction list.

The State has a number of projects similar to this on a priority listing based on approvals, agreements, available funds, right of way acquisition, etc. If you desire, we will consider this request with respect to this listing.

Currently, our immediate financial picture is cloudy. The Federal Government has not at this time passed a highway financing bill to cover the period beyond the end of this fiscal year, and, there are proposals in the State Legislature for possible bonding for highway improvements. We cannot, therefore, advise of a firm schedule for constructing this project.

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

If you would wish to meet again on this matter, we would be pleased to attend. We would also appreciate being advised if this committment is sufficient to assist the City in acquiring the right of way necessary for the project.

Very truly yours,

J. H. VERSTEEG
Region Engineer

JWS/jw

bc H. S. Coulter
R. L. Schroeder
D. H. Moehring
H. S. Cox
William Anhorn
Ralph Sipprell

Region office copy

ROSEBURG REGION
RECEIVED
JAN 19 1973
RE | RME | RCL | RO | TE
RUE | DES | RSR | FILE | IA

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 19, 1973

SUBJECT: Meeting with Springfield Officials

To: MEMO TO FILE

On Tuesday, January 16, 1973, a meeting was held in the Springfield City Hall at the request of the City. Mr. Hal Fleck, Director of Public Works and Mr. Ted Morgan, represented the City. Mr. John W. Sheldrake, Region Maintenance Engineer, Mr. William Anhorn, District Engineer and the writer represented the State.

It was thought that the Daisy Street double 90° turns and the school foot and bike path along the Springfield - Creswell Highway (42nd Street) was to be the total agenda for this meeting. This proved to be incorrect.

The status of the following projects were discussed and the verbal commitments were as follows:

1. The City has stalled the property owners in the vicinity of Daisy and 42nd Streets for some 9 months awaiting a firm commitment from the State regarding realignment through the owners property. The City seems willing to obtain the right of way, and wants the State to construct the new alignment. We explained that a previous request for this arrangement had been forwarded to our Salem office and this would be given top priority to determine the status of the decision.

2. The City wishes a cooperative project to place pipe in the ditch along the east side of 42nd Street from Main to Jasper Road. This was reviewed on the ground and only one bicycle was observed on the school grounds. It was agreed that the City would document pedestrian and bicycle usage and write a letter making a proposal when more facts were available. It was suggested that it could be divided into two projects, based upon the city's findings.

3. The City is proceeding with consideration of a PCC side walk along both sides of Main Street (McKenzie Highway) from 19th to the east city limits. At the present connection to the Eugene - Springfield Highway in the vicinity of 57th Street, the City wanted to know if the State would provide PCC side walks on State right of way. It was promised that AC sidewalk would be

installed when the City's construction materialized out to this area. It was explained that a full interchange was planned and it was not feasible to install permanent side walks for that reason, at this time. They requested a commitment that the State would install PCC side walks as a part of future interchange construction; such a commitment was not made.

4. The City understood that an interchange design had been completed in Salem for the intersection of the Eugene - Springfield Highway and 52nd Street. (Now at Grade-signalized) There was a hint the City would question the design, if it was a "tight" diamond similar to Mohawk Road Interchange. They retracted that statement and requested the status of such an interchange design. It was promised that we would check with our Salem office and respond.

5. The City reminded us that the State had advised them we would signalize the intersection of 3rd and Main Streets (Junction of McKenzie and Springfield Highways, thus 100% State financed) as soon as funds were available; they thought they had been on the "list" long enough to be near the top in priority. They reminded us the reconstruction of 3rd Street between South "A" Street and Main Street should be a part of the signalization. They are willing to participate in this project, but the percentage was not discussed. It was stated the file on this would be "dusted off" and the status determined.

6. The City wanted to know the status of their recent request for illumination on the Eugene - Springfield Highways at 2-3rd Streets and Mohawk Road Interchanges and lenial illumination on the Springfield Highway. It was stated that some accident data was being analyzed and we would be forwarding their request to Salem in the near future.

7. The City requests they be given permission to install an emergency fire preemption system produced by 3M at 5th and Main and 5th and south "A" Streets to start and the entire city later. Since this meeting, I have discussed this with Mr. Judson and he has not seen the equipment and suggests that prior to our approval we have 3M supply a sample for us to evaluate. The City will be so advised. The City was to stand the entire cost of such an installation.

8. The City has 11 type EA pretimed controllers and they claim the maintenance cost is becoming excessive. They wished to know if the State would go half on replacement of these 11 units. It was stated that the writer would explore this request and advise the City prior to their formally requesting such a project.

9. The City requested a status report on their long standing request for a cooperative project to signalize the intersection of 6th and Main Streets. The City stated they will have their share after July 1973. The question was, would the State have their matching funds at that time? They were promised we would determine the status of this project including if funding would be available.

10. The City requested the design criteria the State would require as a prerequest for installation of a wooden arch over the McKenzie Highway on South "A" Street just east of the Willamette River Bridge. This would support a sign "GATEWAY TO THE MCKENZIE". We stated 18 foot vertical clearance and 20 foot horizontal clearance in back of the curbs. It was stated the design would have to be checked and approved by the Bridge Section.

11. The City requested they be allowed to stripe Mohawk Road in the vicinity of the Mohawk Road Interchange. It was stated we had no objections to their assuming striping responsibility. They were informed that the reflectorized buttons would also be the responsibility of the City.

12. The ramp which has been considered for several years (at City request) and would be located on school property in the southeast quadrant of the 2-3rd Street Interchange on the Eugene - Springfield Highway was brought up by the City. A design and cost estimate had been supplied to the City for their consideration sometime ago. The City stated the plan had been presented to the School Board and they had no objections to the construction or loss of area, if a like amount of land was provided. The City will be in further contact with the State concerning this project.

13. The City stated the County was still considering the extension of 2-3rd Streets north of Q Street to Harlow Road during the 1974 construction season. The States jurisdiction terminates at Q Street on 2-3rd Streets on

the Springfield Highway. Attached is a letter to Mr. Al Driver, Director of Lane County Public Works from the Southern Pacific Transportation Company indicating a drop arm gate is a minimum safety feature as a prerequisite for such construction. Although technically, we have no interest, it seems to me that full signalization will be required employing railroad preemption equipment.

14. The City advised that their covered parking area north of Main Street in the North "A" Street vicinity would be completed by Christmas 1973. This is a shopping complex constructed over a parking area. As I recall, North "A" Street will also be covered with business buildings. This was brought to light because of two items. One, that when this off-street parking is completed, it might be easier for the City to proceed with removal of parking (at least one side) from Main Street in the CBD. The other item is the high crown of Main Street which the City thinks is a problem and wishes to eliminate.

15. The City has heard that the State intended in taking over the maintenance of the Weyerhaeuser Company private haul road signal at the McKenzie Highway at approximately 48th Street. We indicated this had been considered, but that we could not remember the status. A check of the file would be made. Also, they stated that there was some public complaint about an installation such as this. They asked if the history and legal aspects of such crossings could be explained to the City.

The above items will be treated individually, as is appropriate, as soon as possible.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

GLC/jw

cc L. E. George
William Anhorn

42ND STREET (PLACE)

5' ADDITIONAL STREET DEDICATION

STATE

10' ADDITIONAL STREET DEDICATION

DAISY

4
DUPLEX
6750 ±

3
6300 ±

2
6300 ±

1
DUPLEX
7400 ± ±

130 ±

70

75

70

70

37 ±

127 ±

5
8125 ±

65'

65'

125

6
11,075 ± ±

PANHANDLE

125

7
EXISTING
HOUSE
10700 ±

70

65 ±

NEW ROUTE 42ND ST.

60' R.O.W.

41,500 ±

R-2 Max 20 Units

Recommend 2 or 3 4 plex units

R-2

250 ±

284 ±

LANE COUNTY

RAILROAD R.O.W.

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

October 26, 1972

346 MAIN STREET
747-4221

Mr. John W. Sheldrake
Region Maintenance Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear John,

In answer to your letter of October 20, 1972 in regards to the 90° curves on South 42nd Street at Daisy Street, I appreciate your concern and your forwarding this to the Salem Office for possible funding out of the State Construction Program.

We feel this project is of extreme importance because (1) 90° curves on a State highway within the city limits are extremely critical in handling traffic volume and (2) access through this property is available at the present but could change at any time because of possible construction of dwellings and/or other buildings. Not too many years ago a house was constructed directly to the east of the proposed extension southward at 42nd and Daisy. At that time we could not prevent this from happening because the City did not have the funds to purchase the right-of-way. We would certainly hate to see this occur in the proposed street area which eliminates the two 90° curves.

Therefore, we feel this is of an extreme nature and would appreciate any help you may offer to complete a decision on our proposal. Time is of the essence. Cost conceivably could accelerate appreciably if this owner develops the property.

We felt this information was pertinent and therefore, submit same to you for inclusion in your report to the Salem Office.

Very truly yours,

James H. Fleck

James H. Fleck
Director of Public Works

JHF:sk

NOTED
G. L. C.
10/27/72

...DING DIVISION
RECEIVED
OCT 30 1972
...

10/31/72
cc: A.E. Johnson – Would you please add this to my letter of 10/20/72, subject: Proposed Realignment, South 42nd and

12067

Roseburg, Oregon
October 20, 1972

A. E. Johnson
Asst. State Highway Engineer
S A L E M

Proposed Realignment
Springfield-Creswell Highway
Vicinity of South 42nd and
Daisy Streets

FROM: ORIGINAL SIGNED BY JOHN W. SHELDRAKE
JOHN W. SHELDRAKE
Region Maintenance Engineer

Transmitted herewith is a copy of my letter of October 20 to the City of Springfield, along with a file of information relative to the easing of two 90 degree curves on this section. The location is between the McKenzie Highway and the Mt. Vernon School, approximately M.P. 0.32.

Briefly, this is an old matter. Concern has been expressed by the City, local citizens, bicycle path interests, etc. for several years.

The City has now proposed, as you will note, that they would provide the right of way if the State would reconstruct the section. Included within the roadbed section was a widened shoulder section for future use as a bicycle path. Local interests have asked for such a path from the McKenzie Highway to at least Mt. Vernon School or possibly further south to Jasper Road (M.P. 0.80).

Region has responded that Minor Betterment funds available in fiscal 1973 are nearly fully committed, eliminating the possibility of proceeding this year.

Other factors for consideration in this matter are 1) a narrow, fairly heavily traveled section with log truck traffic; 2) poor storm drainage through the section; 3) minimal right of way; and 4) possible future abandonment of this section to the City and/or County upon construction of the McKenzie Highway-Jasper Section of the Eugene-Springfield Highway. Minor Betterment funds were utilized in 1967 or 1968 to improve the southerly

cc Kloney
10-20-72
KL

KL
WJB
KL

or easterly 90 degree curve to add turning area for the log truck traffic and, though this was a stopgap measure, considerable improvement was made. No right of way remains to ease the curves any further.

We, therefore, forward the matter for your consideration as to the possibility of funding via State Construction funds. If further information is desired, please advise.

JWS/cw
Attach.

cc R. N. Bothman
William Anhorn

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

August 30, 1972

346 MAIN STREET
747-4221

Mr. John Sheldrake
Region Maintenance Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear John,

Enclosed is an estimate of the cost of the installation of a curve section on South 42nd Street to replace the two 90° turns at 42nd and 43rd and Daisy Streets.

The City would offer to acquire the right-of-way (estimated cost $5,000 - $10,000) if the State would offer to finance the construction of the roadway. We do not have a firm appraisal on the property but hesitate to perform same until such time as a preliminary agreement is approved by both agencies. However, the proposed alignment will interfere with some of the present uses of the property and will bisect others. Therefore, our estimate is rather loose.

Please review the estimated cost of the actual construction including our indication of the cost of the right-of-way and let us know if the State would be favorable to such a proposal.

You do realize that we have a tremendous hazard on the two 90° turns which tend to slow up traffic appreciably and also create a hazard for pedestrians and others because of the narrowness of the pavement. Recent traffic counts indicate that there are 4,650 vehicles using South 42nd Street daily. It is our thinking that something must be done to eliminate these two 90° turns in the very near future.

Very truly yours,

James H. Fleck

James H. Fleck
Director of Pub.

ROSEBURG DIVISION
RECEIVED
AUG 1972
Assign..... for.....

JHF:sk

Enclosure

Region 3

120-69

REGION 3
P.O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

ROSEBURG DIVISION
RECEIVED
JUN 19
Comply

June 16, 1972

Mr. Ted Morgan
Traffic Engineer
City of Springfield
346 Main Street
Springfield, Oregon 97477

Dear Mr. Morgan:

This will acknowledge your letter of May 18, 1972, concerning the realignment of the Springfield-Creswell Highway (42nd Street) near Daisy Street. You requested information regarding cross-sections so that a cost estimate can be prepared.

Attached is a typical section approved by this office which may be used for cost estimating purposes. Also attached is a penciled addition to one of the plans you had sent to this office showing treatment to serve the remaining bypassed sections.

We would be interested in having a copy of your cost estimate when completed. Also, you may wish to suggest the details of a cost sharing arrangement.

Very truly yours,

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

JOHN W. SHELDRAKE
Region Maintenance Engineer

GLC/sn
attachs.
cc B.N Bothman
L.E. George
Bill Anhorn

8244

R

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 28, 1972

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Proposed Realignment
S 42nd St-Daisy St
Springfield-Creswell Highway
Lane County

This is in response to your request to analyze the subject realignment proposal by the City of Springfield with respect to projected traffic volumes, accident history and the feasibility of incorporating a bikeway facility.

I have discussed this facility with Mr. J. X. Wilson who previously recommended that the section of highway from the McKenzie Highway to Jasper Road be considered for a bikeway under the maintenance program. He feels there is a high intensity of bicycle/pedestrian usage generated by Mt. Vernon School which is located along the highway. The existing highway consists of two narrow traffic lanes without shoulders, large drainage ditches and a high movement of logging trucks creating a hazardous situation for cyclists and pedestrians. His plans are to construct a widened shoulder bikeway on each side and provide minimal storm sewers in the ditch on each side of the highway as it was felt to be impractical to acquire additional right of way.

Traffic Volumes

Current ADT	4,650 (at McKenzie Highway) 3,750 (at S.P.R.R. X'ing)
Projected (1992) ADT	10,000 (at McKenzie Highway) 9,100 (at S.P.R.R. X'ing)
Projected (1992) ADT	3,600*(McKenzie Highway) 3,000*(S.P.R.R. X'ing)

Average Railroad Traffic - 1 passenger and 42 freight trains daily

Heavy movement of logging trucks.

*Projection based on future abandonment of this section to the City and/or County upon construction of the McKenzie

Highway-Jasper Section of the Eugene-Springfield Highway. Corridor and design hearings have been held on the project; however, the project is not currently scheduled.

Accident History

Springfield-Cresswell Highway through the area of the 90° curves at Daisy Street:

5-year accident rate - 1/1/67 to 12/31/71 equals 18.34 accidents per million vehicle miles

5-year statewide rate- 10.63 accidents per million vehicle miles (comparable type highway)

Proposed Project

Realignment of two 90° curves at Daisy Street:

Length of proposed construction - 700± feet

Estimated cost of realignment - $38,000

Required right of way through construction area to be acquired by City estimated at a cost of $5,000 to $10,000

Bikeway to be included in the proposed realignment section.

Bicycle Route Feasibility

The proposed City typical section allows for a 10-foot two-way bikeway on the west side of the highway without a physical separator or shoulder buffer zone. This typical section would not be acceptable due to legality of bicycles opposing traffic.

One-way bikeways on each side of the highway through the realignment section could be considered and incorporated within the 60-foot proposed right of way; a separated bikeway would require additional right of way.

A bikeway through the 700-foot realignment section should not be considered unless a bikeway could be constructed along the

entire section of highway from the intersection of the McKenzie Highway to Jasper Road. This would be approximately 0.80 mile at an estimated cost of $30,000, not including the required additional right of way. The existing highway is constructed within a 40-foot right of way width, making physically impossible the construction of a bikeway and still provide drainage within the existing right of way.

Possible Solutions

1. Participate in the realignment project only and not consider a bicycle/pedestrian facility.

2. Explore the feasibility of acquiring additional right of way with City to construct an adequate bicycle/pedestrian facility for the entire length.

3. Make a drainage and feasibility study to determine the problems involved in developing the minimal width sections, with a bicycle/pedestrian facility contained within the 40-foot right of way as shown on the attached sketch.

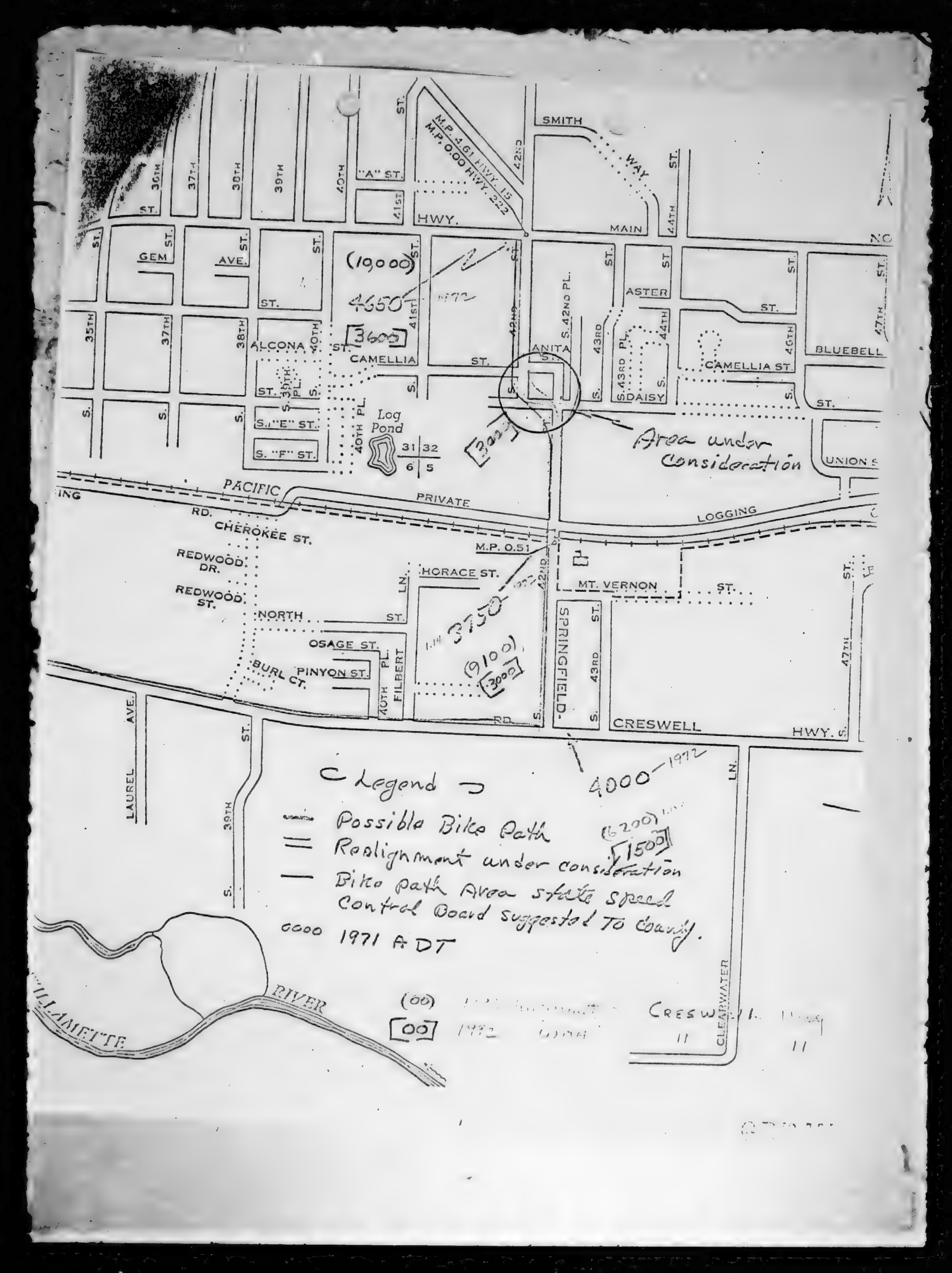
Victor D. Wolfe
Location Engineer

By
James D. McClure
Bicycle Route Engineer

Attachments

JDM:jp/mc

RECEIVED
DEC 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


SMITH
WAY
M.P. 4.61 HWY. 15
M.P. 0.00 HWY. 222
HWY.
MAIN
"A" ST.
41ST
42ND
43RD
44TH
36TH
37TH
38TH
39TH
40TH
GEM ST.
AVE.
ASTER
ALCONA
CAMELLIA
ANITA
DAISY
S.42ND PL.
S.43RD PL.
40TH PL.
S. 39TH PL.
S. "E" ST.
S. "F" ST.
Log Pond
31 32
6 5
(19,000)
4650
3600
3000
Area under consideration
PACIFIC
PRIVATE
LOGGING
RD.
CHEROKEE ST.
REDWOOD DR.
REDWOOD ST.
NORTH
ST.
LN.
M.P. 0.51
HORACE ST.
MT. VERNON
SPRINGFIELD-
OSAGE ST.
PINYON ST.
BURL CT.
40TH PL.
FILBERT
(9100)
3000
CRESWELL
HWY. S.
LAUREL AVE.
39TH ST.
CLEARWATER
BLUEBELL
CAMELLIA ST.
UNION
47TH
4000
(6200)
1500
Legend →
Possible Bike Path
Realignment under consideration
Bike Path Area state Speed Control Board suggested To County.
0000 1971 ADT
(00)
00
1972
CRESWELL
HWY.
WILLAMETTE
RIVER

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

LOCATION Lane Co.
City Springfield C
Street 42nd St.
Hwy. No. 222 **Rte. No.** ____
From M.P. 0.21
To M.P. 0.32
Period Covered:
1-1-67 to 12-31-71

42nd St. M.P. 0.21 To M.P. 0.32

	COLLISION TYPE													CLASSIF.						
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS Acc Rate	REMARKS For Rate
1967													0						0.00	0.00
1968													4		1	3		1	26.04	
1969													0						0.00*	
1970													3			3			17.78	
1971													6		4	2		9	35.57	
total													13		5	8		10	18.34	

TOTAL VEH MILES
4 yrs / 8 mos
708,482

*8 MOS TOTAL
March, April, July thru Dec

11/13/72

SOUTH PARK - CRESSWELL HIGHWAY

HIGHWAY NO. 222

From : Anita St M.P. 0.21

To : Daisy St M.P 0.32

5 year accident rate Jan 1, 1967 to Dec 31, 1971

18.34 accidents per million vehicle miles

Comparable 5 year statewide rate for similar types of Highway = 10.63 accidents per million vehicle miles of tra

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

October 26, 1972

346 MAIN STREET
747-4221

Mr. John W. Sheldrake
Region Maintenance Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Dear John,

In answer to your letter of October 20, 1972 in regards to the 90° curves on South 42nd Street at Daisy Street, I appreciate your concern and your forwarding this to the Salem Office for possible funding out of the State Construction Program.

We feel this project is of extreme importance because (1) 90° curves on a State highway within the city limits are extremely critical in handling traffic volume and (2) access through this property is available at the present but could change at any time because of possible construction of dwellings and/or other buildings. Not too many years ago a house was constructed directly to the east of the proposed extension southward at 42nd and Daisy. At that time we could not prevent this from happening because the City did not have the funds to purchase the right-of-way. We would certainly hate to see this occur in the proposed street area which eliminates the two 90° curves.

Therefore, we feel this is of an extreme nature and would appreciate any help you may offer to complete a decision on our proposal. Time is of the essence. Cost conceivably could accelerate appreciably if this owner develops the property.

We felt this information was pertinent and therefore, submit same to you for inclusion in your report to the Salem Office.

Very truly yours,

James H. Fleck
Director of Public Works

JHF:sk

RECEIVED
NOV 7 1972
LOCATION
SECTION

...ING DIVISION
...CEIVED
OCT 30 1972

NOTED
G. L. C.
10/29/72

10/31/72
cc: A.E. Johnson — Would you please add this to my letter of 10/20/72, subject: Proposed Realignment, South 42nd and Daisy St's.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 20, 1972

To: A. E. Johnson
Asst. State Highway Engineer
S A L E M

SUBJECT: Proposed Realignment
Springfield-Creswell Highway
Vicinity of South 42nd and
Daisy Streets

FROM: John W. Sheldrake
JOHN W. SHELDRAKE
Region Maintenance Engineer

Transmitted herewith is a copy of my letter of October 20 to the City of Springfield, along with a file of information relative to the easing of two 90 degree curves on this section. The location is between the McKenzie Highway and the Mt. Vernon School, approximately M.P. 0.32.

Briefly, this is an old matter. Concern has been expressed by the City, local citizens, bicycle path interests, etc. for several years.

The City has now proposed, as you will note, that they would provide the right of way if the State would reconstruct the section. Included within the roadbed section was a widened shoulder section for future use as a bicycle path. Local interests have asked for such a path from the McKenzie Highway to at least Mt. Vernon School or possibly further south to Jasper Road (M.P. 0.80).

Region has responded that Minor Betterment funds available in fiscal 1973 are nearly fully committed, eliminating the possibility of proceeding this year.

Other factors for consideration in this matter are 1) a narrow, fairly heavily traveled section with log truck traffic; 2) poor storm drainage through the section; 3) minimal right of way; and 4) possible future abandonment of this section to the City and/or County upon construction of the McKenzie Highway-Jasper Section of the Eugene-Springfield Highway. Minor Betterment funds were utilized in 1967 or 1968 to improve the southerly

RECEIVED
OCT 23 1972
OFFICE OF
A. E. JOHNSON

or easterly 90 degree curve to add turning area for the log truck traffic and, though this was a stopgap measure, considerable improvement was made. No right of way remains to ease the curves any further.

We, therefore, forward the matter for your consideration as to the possibility of funding via State Construction funds. If further information is desired, please advise.

JWS/cw
Attach.

cc R. N. Bothman
William Anhorn

OREGON STATE
HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. James H. Fleck
Director of Public Works
City of Springfield
Springfield, Ore. 97477

October 20, 1972

Re: Daisy Street 90° Curves
South 42nd Street
Springfield-Creswell Hwy. #222

Dear Hal:

I hope you will excuse my tardy reply to your August 30, 1972 letter concerning your proposal for a cooperative project at subject location.

We do realize that this particular section leaves a lot to be desired with the existing geometry and ever increasing traffic volumes.

The Region is, however, nearly fully obligated on available funding (Minor Betterment) for fiscal 1973. We do not have sufficient funds remaining to commit in the vicinity of $30,000 to $35,000.

The only possibility, as I see it, is to propose this project to our Salem Office toward the possibility of funding out of the State Construction Program.

As we know you are sincerely interested in relieving this problem and, in addition, have proposed City participation in acquisition of the right of way for the realignment, we will forward the project to Salem for their consideration.

Parenthetically, we are not considering construction of a bicycle path in this section from the McKenzie Highway to Mt. Vernon School or to Jasper Road within fiscal 1973. The bicycle path remains on the list of possible later

projects of this type, however, If the Daisy Street Section were to be built, it should be of adequate section to accommodate a bicycle path, as previously proposed on the typical roadbed section.

Ted Morgan called Glen Clark on October 19 about this matter, and I would appreciate your advising him of the status.

Your continued concern is appreciated.

Very truly yours,

J. H. VEHSTEEG
Region Engineer

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

By JOHN W. SHELDRAKE
Region Maintenance Engineer

JWS/cw

bc A. E. Johnson
R. N. Bothman
William Anhorn

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

August 30, 1972

346 MAIN STREET
747-4221

Mr. John Sheldrake
Region Maintenance Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear John,

Enclosed is an estimate of the cost of the installation of a curve section on South 42nd Street to replace the two 90° turns at 42nd and 43rd and Daisy Streets.

The City would offer to acquire the right-of-way (estimated cost $5,000 - $10,000) if the State would offer to finance the construction of the roadway. We do not have a firm appraisal on the property but hesitate to perform same until such time as a preliminary agreement is approved by both agencies. However, the proposed alignment will interfere with some of the present uses of the property and will bisect others. Therefore, our estimate is rather loose.

Please review the estimated cost of the actual construction including our indication of the cost of the right-of-way and let us know if the State would be favorable to such a proposal.

You do realize that we have a tremendous hazard on the two 90° turns which tend to slow up traffic appreciably and also create a hazard for pedestrians and others because of the narrowness of the pavement. Recent traffic counts indicate that there are 4,650 vehicles using South 42nd Street daily. It is our thinking that something must be done to eliminate these two 90° turns in the very near future.

Very truly yours,

James H. Fleck
Director of Public Works

JHF:sk

Enclosure

ROSEBURG LIVESTOCK
RECEIVED
AUG 1972

STREET IMPROVEMENT WORK SHEET

Project No. _____ Date _____

Description _____ Estimator _____

ITEM NO.	APPROX. QUANT.	DESCRIPTION	PER	UNIT PRICE	TOTAL PRICE
1.	7 d.f.	Tree Removal	dia. ft.		
2.	lump sum	Clearing and grubbing	lump sum		
3.	[illegible] l.f.	Fence removal only	l.f.		
4.	[illegible]	Asph. cut line	l.f.		
5.	100 l.f.	Sawing A.C & P.C. conc.	l.f.		
6.	[illegible] s.y.	Removal A.C. & P.C. conc. base	s.y.		
7.	s.f.	Slab removal A.C. & P.C. conc.	s.f.		
8.	[illegible] c.y.	Excavation common	c.y.		
9.	c.y.	Rock or conc. excavation	c.y.		
10.	c.y.	Parkway excavation	c.y.		
11.	20 c.y.	Excavation below grade	c.y.		
12.	35 ton	Barrun fill 6"-0	ton		
13	l.f.	Removal of curb & gutter	l.f.		
14.	ea.	Removal existing catch basin	ea.		
15.	4820 ton	Base rock 1½"-0	ton		
16.	ton	Base rock 1½"-0 back of curb	ton		
17.	l.f.	Standard curb and gutter	l.f.		
18.	l.f.	Standard curb return	l.f.		
19.	ea.	Weepholes	ea.		
20A	[illegible] ton	A.C. pavement Class B (4") th.	ton		
20B	[illegible] ton	A.C. pavement Class C (4") th.	ton		
20C	ton	A.C. pavement Class D ( ) th.	ton		
21.	2 ea.	Adjust existing manhole	ea.		
22.	ea.	Adjust existing water service	ea.		
23.	l.f.	Drain tile 4" I.D.	l.f.		
24.	l.f.	P.C. conc. sidewalk 4" thick	l.f.		
25.	s.f.	P.C. conc. sdwk aprons 4" th.	s.f.		
26.	s.f.	P.C. conc. driveway 6" thick	s.f.		
27.	150 c.y.	Loam backfill	c.y.		

SUB-TOTAL ITEMS ____ through ____ $ _____

Total front foot _____

Approx. Cost. _____ front foot

SAY $35,000

TOTAL ESTIMATED COST $ _____

10% Engineering $ _____

Advertising $ _____

GRAND TOTAL $ _____

$34,600 / 900 LF = $38.44/LF

C/S ED 35
5-67 (50)

P.O. Box [illegible]

Mr. [illegible]
Traffic Engineer
City of Springfield
[illegible] Main Street
Springfield, Oregon 97477

Dear Mr. Morgan:

This will acknowledge your letter of [illegible], requesting the realignment of the Springfield-[illegible] Main [illegible] Road Daily Street. You requested [illegible] so that a cost estimate can be [illegible].

Attached is a typical [illegible] may be used for cost estimating purposes. Also [illegible] addition to one of the plans you had sent to this office and [illegible] ment to serve the remaining bypassed sections.

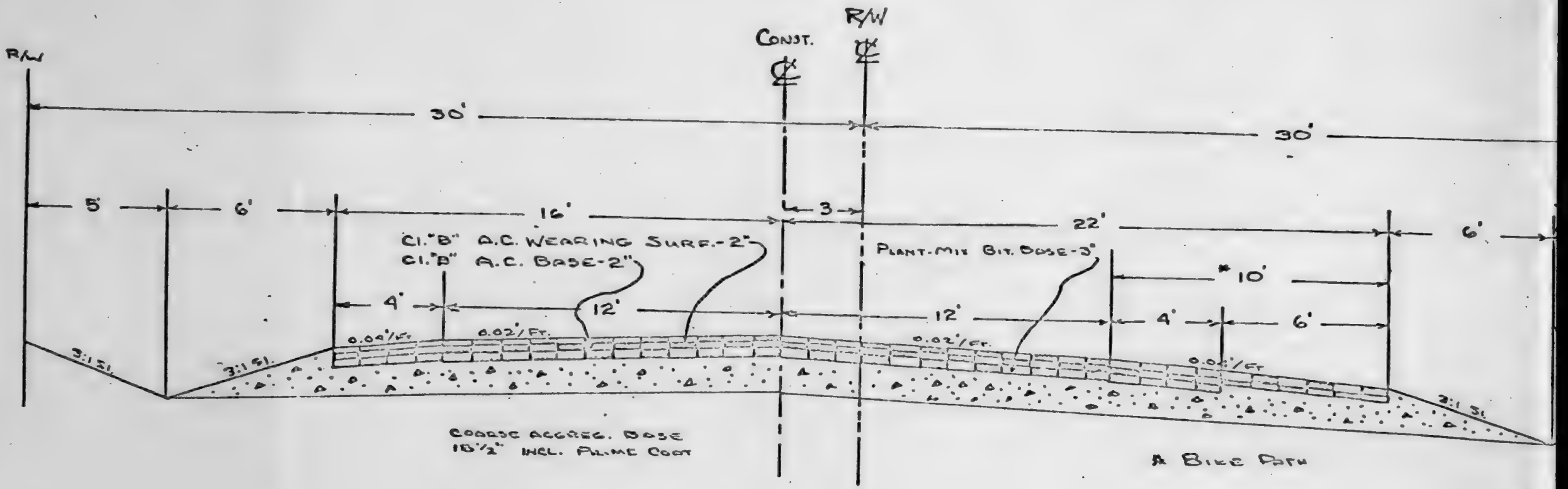
We would be interested in having a copy of your [illegible] when completed. Also, you may wish to suggest the details of a cost sharing arrangement.

Very truly yours,

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

JOHN W. [illegible]
Region Maintenance Engineer

GLC/[illegible]
attachm.
cc Earl Dobbins
L.L. George
Bill Ahlborn

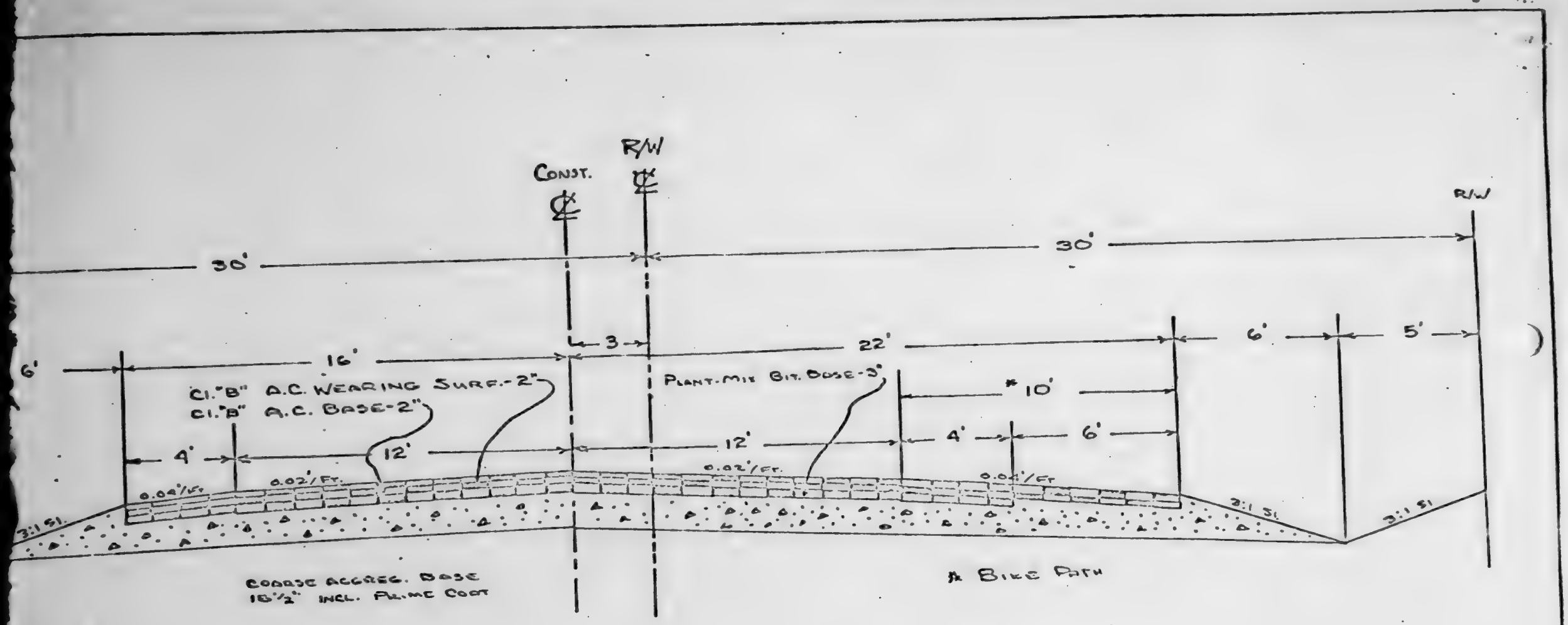


TYPICAL SECTION

DAISY ST. - 42ND ST. (SPRINGFIELD)

LANE COUNTY

JUNE 1972



TYPICAL SECTION

DAISY ST. - 42ND ST. (SPRINGFIELD)

LANE COUNTY

JUNE 1972

[illegible]

[illegible]

[illegible]

DISTRICT 42 NOST

PROJECT: COLUMBIANA HIGHWAY: SPRINGFIELD-COLUMBIANA

COUNTY: MAHONING PREFIX:

ITEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE
	TRAFFIC CONTROL & DEMOLITION OF TRAFFIC	LUMP SUM	ALL	—	ALL	[illegible]
2	CLEARING & GRUBBING (1.0 ACRE)	LUMP SUM	ALL	—	ALL	1000
3	GENERAL EXCAVATION	C.Y.	2225	225	2450	2.00
4	TRENCH EXCAVATION	C.Y.	20	5	25	4.00
5	MODIFIED AGGREGATE BASE (1½"-0)	TON	3136	344	3480	2.5
6	BITUMINOUS BASE	TON	400	40	440	8.
7	ASPHALTIC CONC. MIXTURE	TON	630	30	660	8.
8	ASPHALT IN MIXTURE	TON	53	2	55	80
9	3/4"-0 AGGREGATE, W PRIME COAT.	C.Y.	21	4	25	6
10	CURB ASPHALT	TON	3	—	3	70
11	8" INCH CONCRETE PIPE	L.F.	90	10	100	10
12	FYBA FOR A.C. APPROACHES	EACH	4	—	4	50
	SUBTOTAL					
	UTILITIES ADJUSTMENT					
	ADD 15% ENGINEERING & CONTINGENCIES					
	TOTAL					

...CT. 42ND ST

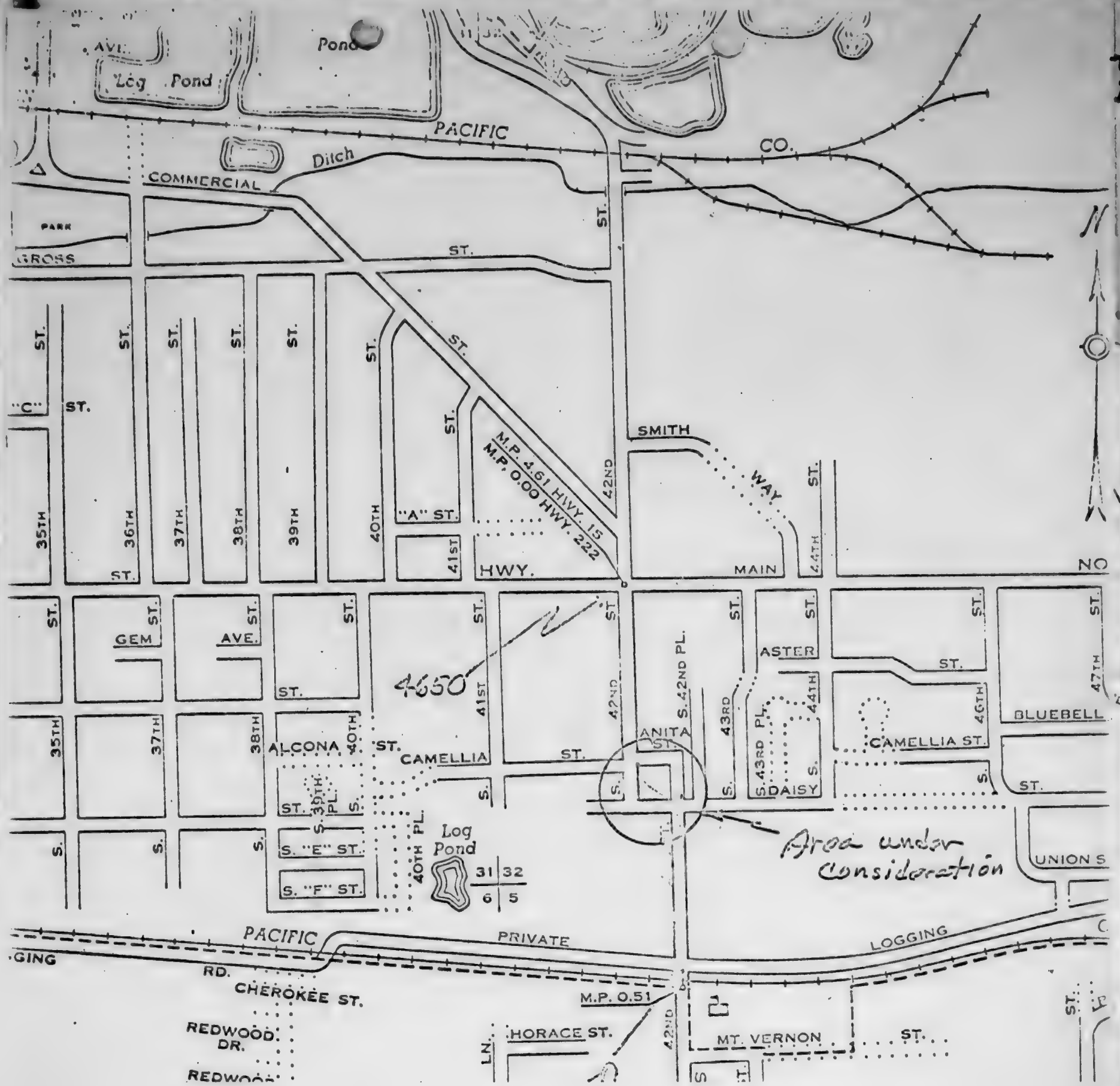
...NGFIELD HIGHWAY: SPRINGFIELD-CHICOPEE

...E. PREFIX:

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
...Preparing Location of Traffic	LUMP SUM	ALL	—	ALL	[illegible]	[illegible]
...& Grubbing (1.0 acre)	LUMP SUM	ALL	—	ALL	[illegible]	[illegible]
...Excavation	Cu Yd	2225	225	2450	2.00	4900.00
...Excavation	Cu Yd	20	5	25	4.00	100.00
...Aggregate Base (1½"-0)	Ton	3136	344	3480	2.50	10,950.00
...Min Bituminous Base	Ton	100	10	110	8.60	946.00
...Bituminous Conc. Mixture	Ton	630	30	660	8.60	5,676.00
...Binder in Mixture	Ton	53	2	55	50.00	2,750.00
Aggregate in Prime Coat	Cu Yd	21	4	25	6.00	150.00
...Asphalt	Ton	3	—	3	70.00	210.00
...Manhole Pipe	L.N.Ft.	20	10	30	10.00	300.00
...for A.C. Approaches	Each	4	—	4	50.00	200.00
SUBTOTAL						31,582.00
UTILITIES ADJUSTMENT						[illegible]
ADD 10% ENGINEERING & CONTINGENCIES						[illegible]
TOTAL						[illegible]

5-12-72

ORIGINAL SIGNED BY GLEN E. CLARK
REGION TRAFFIC ENGINEER


Pond
Log Pond
PACIFIC
CO.
Ditch
COMMERCIAL
PARK
GROSS
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35TH
36TH
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40TH
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Log Pond
31
32
6
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Area under consideration
UNION S
PACIFIC
PRIVATE
LOGGING
RD.
CHEROKEE ST.
REDWOOD DR.
M.P. 0.51
HORACE ST.
MT. VERNON
N

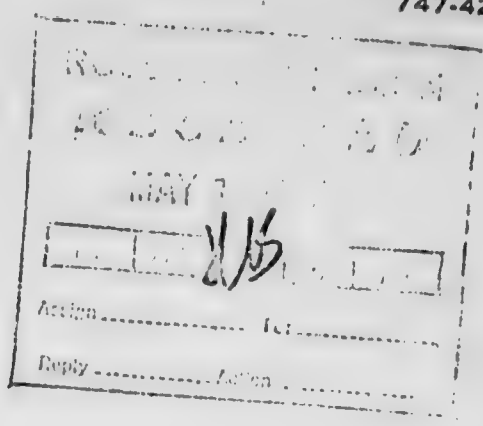
CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

May 18, 1972

346 MAIN STREET
747-4221



Mr. Glen Clark
District Traffic Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

Transmitted herewith are three copies of the right-of-way realignment proposal for South 42nd Street, in Springfield.

Cost estimates are not included, due to the fact that we don't know what State requirements are for the roadway section and bike route section for such a facility.

Very truly yours,

Ted E. Morgan

Ted E. Morgan
Traffic Engineer

TEM:lh

Enclosures as stated

NOTED
G. L. C.
5/19/72

OFFICE OF THE DIRECTOR OF PUBLIC WORKS
City of Springfield, Oregon

REFER TO:
.....City Manager
.....Admin. Assistant
.....Finance Director
.....City Engineer
.....Street Supt.
.....Bldg. Insp.
.....Traffic Coor.
.....Planner

FOR:
.....Action
.....Reply
.....Comment
.....Return

Date .4-21-72.....

Mr. Glen Clark
State Highway Dept.
Roseburg, Oregon

Dear Glen,

Enclosed please find existing drawing of South 42nd - Daisy, where we plan to correct the double 90° S curve. We will send you copies of the completed drawing in the next few days.

Sincerely,

Hal Fleck
Director of Public Works

JHF:sk
Enclosure

5.4.72

5/12/72

cc John Scofield

42ND STREET (PLACE)

5' ADDITIONAL STREET DEDICATION

DAISY STREET

10' ADDITIONAL STREET DEDICATION

4
DUPLEX
6750 ϕ

3
6300 ϕ

2
6300 ϕ

1
DUPLEX
7400 ϕ±

130±

70

75

70

70

37±

127±

5
8125 ϕ

65'

65'

125

6
11,075 ϕ±

PANHANDLE

125

7
EXISTING
HOUSE
10700±

70

165±

60' R.O.W.

NEW ROUTE 42ND ST.

41,500±
R-2 Max 20 Units
Recommend 2 or 3 4 plex units
R-2

250±

284±

LANE COUNTY

M-2 UNDER

4-4-12

[illegible] I refer to a letter [illegible]
[illegible] April 16, [illegible]
location at 42nd and [illegible]
proposal would eliminate [illegible]
undesirable people in the [illegible].

[illegible] contained in Mr. [illegible]
considering the construction of a bicycle
highway and the Mt. Vernon School [illegible]
S.E.M.T.A. You will note [illegible]
the proposed model which [illegible]
pavement width for a bicycle trail and will

The City of Springfield is [illegible]
project. The City is [illegible]
if the Corps could provide [illegible]
trail. I feel that this is a [illegible]
City of Springfield should be [illegible]
subjected.

The surfacing and [illegible] could [illegible]
project. If you can [illegible] Park [illegible], please [illegible]
City of Springfield.

[illegible]
for John [illegible] III
Region Maintenance Engineer

JRII/cn
Attach.

4/10/72.
cc: J. X. Wilson - T.M.O.
[illegible] Mus

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

March 24, 1972

340 MAIN STREET
747-4221

Mr. J. H. "Hal" Versteeg
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Versteeg:

Transmitted herewith is a sketch indicating a proposed realignment of an existing portion of the Springfield-Creswell Highway in Springfield.

We have had recent discussions with the property owner in this area, and he indicates he is willing to dedicate to the City (for certain considerations) sufficient right-of-way to provide any realignment required.

We respectfully request State endorsement and assistance in this very important change that will improve the driveability and safety of this roadway.

We propose that the City will provide the right-of-way and labor as may be required if the State can provide the materials for the roadway and bike path.

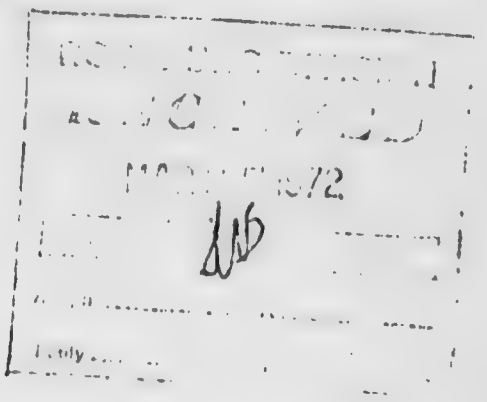
Please notify us of your decisions or comments at your earliest opportunity.

Very truly yours,

Ted E. Morgan
Traffic Engineer

TEM:lh

cc: J. Wilson



8245 Jordan Valley-Jordan Creek 1975
Secton of I.O.N. Highway
at Jordan Valley

1245

April 15, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Reference is made to our letter of April 14 concerning final payment on Contract No. 8245 awarded to Hall International, Inc., for work in Malheur County. We mentioned in that letter a claim which was previously filed in our office.

Attached is a copy of a statement and check (amount $50,389.17) received from Hall International Inc., on November 1, 1976, to North Santiam Sand and Gravel stating the account has been paid in full. No other claims have been filed in this office.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.

cc Hall International, Inc.
P. O. Box H
Madras, OR 97741

Mr. Jim Hall, Project Manager
Hall International, Inc.
P. O. Box 171
Jordan Valley, OR 97910

CWH:fkn:dda

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 3-189		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Malheur
MODIFICATION NUMBER: 6		Project Number: RS-23-018(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,200,783	$ 1,210,000
Federal funds	$ 1,030,271	$ 1,038,180
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and increase in construction engineering. No change in present additional funding under PL 94-30 in the amount of $124,280.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 21, 1977

Federal Aid Project
No. RS-23-018(2)

JORDAN VALLEY-JORDAN CREEK SECTION

ION HIGHWAY IN MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 5010+30.6 to Sta. 5285+50)

Subtotal on previous estimate of November 24, 1976			$1,057,958.12
Previous Estimate			
Embankment in Place	96,100 cu.yd.	1.65	$ 158,565.00
			$ 158,565.00
Revised Estimate			
Embankment in Place	100,458 cu.yd.	1.65	$ 165,755.70
			$ 165,755.70
	Increase		$ 7,190.70
	Subtotal		$1,065,148.82
	Engineering		144,851.18
	TOTAL		$1,210,000.00

Length of Project - - - - - - - - - - 5.209 miles

Cost of Roadway Per Mile- - - - - - $232,290.26

Federal Funds ----------	$1,038,180.00
State Funds ----------	171,820.00
TOTAL	$1,210,000.00

Group 1 - 100%
Contract No. - 8245
Prefix: 123-1038
Pro Rata: 85.8%

8245

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-76		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
MODIFICATION NUMBER 4	12 6 76	Project Number RS-23-018(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,117,957	$ 1,200,783
Federal funds	$ 959,207	$ 1,030,271
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved price agreements. No change in previous 100% funding under PL 94-30 in the amount of $155,350.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Thurte

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

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Oregon State Highway Division
Salem, Oregon, November 24, 1976

Federal Aid Project
No. RS-23-018(2)

JORDAN VALLEY - JORDAN CREEK SECTION
ION HIGHWAY IN MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 5010+30.6 to Sta. 5285+50)

Subtotal on pervious estimate of October 18, 1976			$ 984,984.92
Previous estimate of July 9, 1975			
Flagmen	900 hour	12.50	$ 11,250.00
Embankment in Place	81,100 Cu.Yd.	1.65	133,815.00
			$ 145,065.00
Revised estimate			
Flagmen	2,856 hour	12.50	$ 35,700.00
Embankment in Place	96,100 Cu.Yd.	1.65	158,565.00
P.A. 7 Anti Strip Additive In Asphalt	1,421 Ton	9.20	13,073.20
P.A. 10 Sub-Excavation	Lump Sum		10,700.00
			$ 218,038.20
	Increase		72,973.20
	Subtotal		$1,057,958.12
	Engineering		142,824.88
	TOTAL		$1,200,783.00

Length of Project - - - 5.209 Miles

Cost of Roadway Per Mile - - - $230,520.83

Federal Funds - - -

8245

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-166		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 10-28-76	County Malheur
MODIFICATION NUMBER 3		Project Number RS-23-018(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,094,014	$ 1,117,957
Federal funds	$ 855,409	$ 959,207
Other revisions		

This modification is made for the following reasons:
To include approved price agreement and increase federal aid pro-rata 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $155,350.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Tschumbe

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon, October 18, 1976

Federal-Aid Project
No. RS-23-018(2)

Jordan Valley-Jordan Creek Section
ION Hwy. in Malheur County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 5010+30.6 to Sta. 5285+50)

Subtotal on previous estimate of May 3, 1976			$965,312.92
Additional Approved Items			
PA 5 Class "B" A.C. Mixture	1,030 ton	13.00	13,390.00
PA 5 Asphalt Cement in Mixture	67 ton	90.00	6,030.00
PA 5 Asphalt in Tack Coat	1.8 ton	140.00	252.00
	Increase		$ 19,672.00
	Subtotal		$984,984.92
	Engineering		132,972.08
	Total		$1,117,957.00

Length of Roadway - - - - - - - - - - - - 5.209 Miles

Cost of Roadway per mile- - - - - - - - $214,620.27

*Federal Funds -	$ 959,207.00
State Funds- -	158,750.00
Total	$1,117,957.00

Group 1 100%

Contract No. 8245

Prefix No. 123-1038

*Increase federal aid pro-rata to 85.8%.

8245

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-118
PROJECT REPORT NUMBER
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Form Approved; O M B No. 04-R2089

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 3 76 STATE COPY

State	County	Project Number
~~Oregon~~	~~Malheur~~	~~RS-23-018(2)~~

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~1,094,014~~	$ ~~1,094,014~~
Federal funds	$ ~~855,409~~	$ ~~1,094,014~~
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed ~~July 17~~, 1975 is modified to increase Federal-aid participation to ~~100~~ percent in accordance with PL 94-30. Such additional Federal Funds requested total $ ~~238,605~~."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Bunte

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Cusick
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8225.

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 5-81
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-13-76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Malheur

Project Number: RS-23-018(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,082,044	$ 1,094,014
Federal funds	$ 846,050	$ 855,409
Other revisions		

This modification is made for the following reasons:

To include authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. L. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By J. W. Lungren
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 3, 1976

Federal-aid Project
No. RS-23-018(2)

JORDAN VALLEY-JORDAN CREEK SECTION
ION HIGHWAY IN MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 5010 + 30.6 to Sta. 5261 + 93.5)

Subtotal on previous estimate of July 9, 1975		$ 953,343.00
Additional Approved Items		
Work by Idaho Power Company		
	All Required	11,969.92
	Subtotal	$ 965,312.92
	Engineering	128,701.08
	Total	$1,094,014.00

Length of Roadway - - - 4.763 Miles
Cost of Roadway per Mile - - - $229,690.19

Federal Funds - - -

8245 STATE COPY R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-31	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 1-17-75 **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Malheur PROJECT NO.: RS-23-018(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95, 3.7 mi. W. Jordan Valley, E. 4.8 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-28-75	4.763
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,082,044	$ 846,050

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen L. Green
G. L. Green *(Division Engineer)*

Date executed by Division Engineer 5-21-75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 9, 1975

Federal Aid Project
No. RS-23-018(2)

JORDAN VALLEY-JORDAN CR. SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Sta. 5010+30.6 to Sta. 5261+93.5)

Furnishing Field Laboratory	1 only		$ 1,000.00
Mobilization	All Required		100,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	400 sq.ft.	5.00	2,000.00
Temporary Barricades	5 only	80.00	400.00
Temporary Continuous Rail Traffic Barrier Reflectorized	250 lin.ft.	5.00	1,250.00
Flagmen	900 hour	12.50	11,250.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	2,000 cu.yd.	2.00	4,000.00
Embankment in Place	81,100 cu.yd.	1.65	133,815.00
Trench Excavation	700 cu.yd.	5.00	3,500.00
Finishing Roadbed and Slopes	4.71 mile	2,500.00	11,775.00
Obliteration of Roadway	9,000 sq.yd.	0.20	1,800.00
Watering	3,000 M-gal.	4.00	12,000.00
Emulsified Asphalt in Watering	43,000 gal.	0.50	21,500.00
1" - 0 Aggregate Base	17,700 ton	2.69	47,613.00
Plant-Mix Aggregate Base	104,500 ton	2.69	281,105.00
Class "B" or Class "C" Asphalt Concrete Mixture	20,200 ton	5.00	101,000.00
Asphalt Cement in Mixture	1,310 ton	90.00	117,900.00
Asphalt in Tack Coat	10 ton	140.00	1,400.00
Concrete in Box Culvert Extensions	55 cu.yd.	200.00	11,000.00
Reinforcement in Box Culvert Extensions	7,000 lb.	0.50	3,500.00
12-inch Culvert Pipe	880 lin.ft.	10.00	8,800.00
18-inch Culvert Pipe	180 lin.ft.	12.00	2,160.00
12-inch Irrigation Pipe	20 lin.ft.	10.00	200.00
18-inch Irrigation Pipe	390 lin.ft.	12.50	4,875.00
24-inch Irrigation Pipe	300 lin.ft.	15.00	4,500.00
30-inch Irrigation Pipe	160 lin.ft.	17.00	2,720.00
36-inch Irrigation Pipe	30 lin.ft.	20.00	600.00
48-inch Irrigation Pipe	90 lin.ft.	30.00	2,700.00
18-inch Siphon Pipe	90 lin.ft.	12.00	1,080.00
24-inch Siphon Pipe	220 lin.ft.	15.00	3,300.00

Concrete Siphon Boxes	12 only	400.00	$ 4,800.00
Guard Rail, Type 2A	400 lin.ft.	20.00	8,000.00
Guard Rail Anchors, Type 1	4 only	200.00	800.00
Rail End Pieces, Type C	4 only	200.00	800.00
Extra for Asphalt Approaches	44 only	50.00	2,200.00
Loose Riprap, Class 100	410 cu.yd.	10.00	4,100.00
Guide Posts	160 only	10.00	1,600.00
Roadside Seeding and Mulching	6 acre	400.00	2,400.00
			$ 943,443.00

Additional Items		
Permanent Signing (S.F.)	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	All Required	1,000.00
Stage Construction Striping (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
Install Type 1 Fence (E.W.)	All Required	2,500.00
On-The-Job Trainees (3 @ $800) (E.W.)	All Required	2,400.00
		$ 9,900.00

Subtotal	$ 953,343.00
Engineering	128,701.00
Total	$1,082,044.00

Length of Roadway - - - - - - - - - 4.763 Miles
Cost of Roadway Per Mile - - - - - $227,176.98

Federal Funds - - - - - - - - -

JORDAN VALLEY-JORDAN CR. SECTION

Nonparticipating -- State Work

Furnish Mail Box Posts	All Required		$ 100.00
Setting Mail Box Posts (Bid Item)	4 only	25.00	100.00
State Responsibility for Damages	All Required		1,000.00
			$ 1,200.00

8245

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Valley-Jordan Creek	WEEK ENDING: Jan 8, 1977
HIGHWAY: I. O. N.	SECTION PREFIX: 123-1038
NAME OF JOB: Jordan Valley - Jordan Creek	COUNTY: Malheur
CONTRACTOR: Hall International inc.	KIND OF WORK: Grading & Paving
DATE OF CONTRACT: June 23, 1975	CONTRACT NUMBER: 8245
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: August 25, 1975
PROJECT AUTHORIZATION: ~~$1,186,490.00~~	SPECIFIED WORK DAYS: 350 CWD
EXCLUSIVE OF ENGINEERING: ~~$1,056,490.00~~	SPECIFIED CALENDAR DAYS:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: ~~$1,056,490~~	SPECIFIED COMPLETION DATE:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	ENGINEERING AUTHORIZATION: ~~$130,000.00~~
	Cost This Week: 527
	ENGINEERING COST TO DATE: ~~$148,602~~
	PERCENT OF AUTHORIZATION: ~~114~~ %
FEDERAL AID PROJECT NUMBER: RS-23-018(2)	
ESTIMATED COMPLETION DATE:	
WORK DAYS USED: 359 CWD	
CALENDAR DAYS USED:	
PERCENT OF TIME ELAPSED: 103	
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100	
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101	
DATE PROJECT WAS COMPLETED: October 14, 1976	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.71	4.71			~~4.71~~ 0
MILES PARTIALLY COMPLETED	0	0			4.71
MILES COMPLETED	4.71	4.71			20,200 ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	~~81~~,100 cy	122,200 ton	141,890 ton		21,231 ton
TOTAL QUANTITIES CORRECTED TO DATE	96,100cy	118,832 ton	142,685 ton		21,231 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	96,100 cy	118,832 ton	142,685 ton		0
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Sta. ~~5057+50~~ RCBC							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Snow	0		
MONDAY 3	Snow	0		
TUESDAY 4	Pty Cldy & Cold	0		
WEDNESDAY 5	Pty Cldy & Cold	0		
THURSDAY 6	Cloudy & Cold	0		
FRIDAY 7	Cloudy & Cold	0		
SATURDAY 8		0		

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JAN 11 1977
CONSTRUCTION SECTION

B. N. GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	No Activity
MONDAY 3	No Activity
TUESDAY 4	No Activity
WEDNESDAY 5	No Activity
THURSDAY 6	No Activity
FRIDAY 7	No Activity
SATURDAY 8	No Activity

REMARKS

Semi final data for bid items has been submitted to Final Estimates Engineer for checking. Remaining semi final data is complete except for minor material certifications not yet received from the contractor. Approximately two days of field referencing remains to complete field work. Weather has been too cold to complete work this week. Plan to complete field work next week providing weather moderates.

SIGNED C D Hiatt LOCATION Ontario

C D Hiatt Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8245

November 10, 1976

Hall International, Inc.
P. O. Box H
Madras, OR 97741

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8245 for work on the Jordan Valley-Jordan Creek Section of the I.O.N. Highway in Malheur County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of nine calendar work days to delete all liquidated damages is granted because of Price Agreements 4, 5, 10 and an overrun in the embankment in place bid item.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 8, 1976

FILE: CON 5 #8245

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Jordan Valley-Jordan Creek
Contract No. 8245
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Hall International has requested (before the project was completed) 26 additional days on six separate items of work. Three of these are covered by separate price agreements discussed below:

The calendar workdate on this project started on July 15, 1975 with 350 calendar workdays allowed. The contractor started work August 25, 1975 and went into the following winter dormant period with 29 percent of the project completed. The project was completed October 14, 1976 with 359 days counted, or 9 days liquidated damages at $150 per day. The Commission approved a 9.6 percent overrun of the project authorization at their October 26 meeting.

A 9-day extension to delete all liquidated damages is easily justified by three price agreements and an overrun in the embankment in place bid item. Price Agreement No. 10 covered some 7,000 yards of subexcavation at a cost of $10,700. Price Agreement No. 5 in the amount of $19,672 covered the extension of the project for additional A.C. overlay through Jordan Valley. Price Agreement No. 4 in the amount of $1,450 earlier in the project covered additional concrete work for irrigation siphon boxes. All this was unanticipated added work, so we recommend that a 9-day extension be granted.

This was a Rural Secondary Federal-aid project. The recommended extension can be granted participating under the delegated authority guidelines. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

NOV 9 '76
REFER TO
FOR
D/R

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 9-day time extension of contract time due to three price agreements (4, 5 & 10) and an overrun in the embankment in place bid item.

Recommended for Approval:

..... REGIONAL CONSTRUCTION ENGINEER

..... Construction Engineer or Bridge Engineer

..... Deputy State Highway Engineer

SP*6206-734

Contract No.	8245
Project designation	RS-23-018(2) (State-Federal)
Date awarded	June 23, 1975
Work started	August 25, 1975
Per cent completed	100% 10/14/76 (Date)
No. of Workdays Allowed	350
No. of Workdays Used	359
No. of Added Workdays Requested	26

E-330 (Rev.)—RM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10 - 5, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 350 days to 376 days, within which to complete our Contract No. 8245, without the assessment of liquidated damages. The said contract is described as follows: Jordan Valley–Jordan Creek Sec. I.O.N. Highway Malheur County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached.

Respectfully submitted,

Hall International, Inc.
Contractor

By Jimmie E Hall Proj. Manager
Jimmie E. Hall

CONSENT OF SURETY

Date October 15, 1976

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

K. C. Kraig
Attorney-in-fact

(SEAL)

John L. Boyd
Resident Agent
John L. Boyd, Fred. S. James & Co. of Oregon, Inc.

Hall International Inc.
P.O. Box H
Madras, Oregon 97741

Oregon State Highway Dept.
C.D. Hiatt, Res. Engr.
P.O. Box 702
Ontario, Oregon 97914

Re: Project time, Jordan Valley-Jordan Creek Sec Project #RS-23-018(2)

Dear Sir:

I feel we should be allowed extra time to complete our project in a satisfactory manner due to the following listed extra work which we have completed. This work held our schedule up by either using vital people or equipment that should have been doing other work or by being in the direct way of progress forcing us to slow down or shut down until it was completed. I have included an approximation of the number of days which we have lost.

a.	The random filling of ditches alont the right of way in several areas to promote drainage. These were separately staked and separately filled.	3 days
b.	Subexcavation of entire roadway from approx. Sta. 5070 to Sta. 5097. This was done at three separate times on force account and held up various stages of our rock and paving work.	8 days
c.	Extra widening on north side of highway(in addition to stage 2 widening on south side of highway) and removal of said widening. Stations 5040±, 5070±, 5175± .	6 days
d.	Extra dyke and culvert in field north side Sta 5070±.	1 day
E.	Patching and paving in town (P.A.#5)	4 days
f.	Extra concrete irrigation boxes, wingwalls, siphons, flume protectors, etc. I feel we lost a total of eight days on this work but we have already been allowed four.	4 days
	Total days lost and requested	26

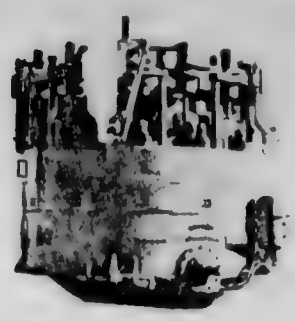
Very truly yours,

Jimmie E. Hall, Proj. Manager

8245

HALL INTERNATIONAL, INC.

POST OFFICE BOX H MADRAS, OREGON 97741
PHONE 503-475-6191



October 29, 1976

#8245

STATEMENT

North Santiam Sand & Gravel
P.O. Box A
Stayton, Oregon 97383

Credit Per Estimate 2,123.12 Tons @ $ 3.42.....$	72,610.70
Credit Plus Mixed for others 152.37 tons @ $ 3.42.....	521.11
Debit 17.94 Tons for pad at Plant @ $ 3.42..... (	61.35)
Debit Oil for Pad 17.94 Tons @ $ 5.00..... (	89.70)
Debit Purchases from Ontario Asphalt 60.20 tons @ $ 12.50... (	752.50)
Debit Hauling from Ontario 60.20 Tons @ $ 11.09..... (	667.62)
Credit Mix on Ontario 60.20 tons @ 3.42.....	205.88
Credit Oil on Ontario Mix 60.20 tons @ $ 5.00.....	301.00
Debit out of Spec. material per Engineer Letter Attached.... (	1,678.35)
Total $	70,389.17
Less Previous payment $	20,000.00
$	50,389.17

We checked with Dale Hiatt the Engineer and he showed a total of 176.50 tons mixed for others. The 17.94 tons deducted for pad that same day there was 6.19 tons of waste at the plant. Other figures he had was 107.32 tons and 23.33 tons and 45.85 tons for the total shown above for 176.50 tons. Deducting the pad and waste at plant leaves the 152.37 tons Item 2.

Please note we have paid you in full and have not deducted the retainage, as called for in our Contract.

cc: Mr. Cecil Head
Oregon State Highway Division
Room 121
Salem, Oregon 97301

United Pacific Insurance Co.
Tacoma, Washington

NOTED
C. W. HEAD

RECEIVED
NOV 1 - 1976

STATEMENT

#8245

North Santiam Sand & Gravel
P.O. Box A
Stayton, Oregon 97383

Credit Per Estimate 2,123.12 Tons @ $ 3.42	$	72,610.70
Credit Plus Mixed for others 152.37 tons @ $ 3.42		521.11
Debit 17.94 Tons for pad at Plant @ $ 3.42	(	61.35)
Debit Oil for Pad 17.94 Tons @ $ 5.00	(	89.70)
Debit Purchases from Ontario Asphalt 60.20 tons @ $ 12.50	(	752.50)
Debit Hauling from Ontario 60.20 Tons @ $ 11.09	(	667.62)
Credit Mix on Ontario 60.20 tons @ 3.42		205.88
Credit Oil on Ontario Mix 60.20 tons @ $ 5.00		301.00
Debit out of Spec. material per Engineer Letter Attached	(	1,678.35)
Total	$	70,389.17
Less Previous payment	$	20,000.00
	$	50,389.17

We checked with Dale Hiatt the Engineer and he showed a total of 176.50 tons mixed for others. The 17.94 tons deducted for pad that same day there was 6.19 tons of waste at the plant. Other figures he had was 107.32 tons and 23.33 tons and 45.85 tons for the total shown above for 176.50 tons. Deducting the pad and waste at plant leaves the 152.37 tons Item 2.

Please note we have paid you in full and have not deducted the retainage, as called for in our Contract.

cc: Mr. Cecil Head
Oregon State Highway Division
Room 121
Salem, Oregon 97301

United Pacific Insurance Co.
Tacoma, Washington

NOTED
C. W. HEAD

RECEIVED
NOV 1 - 1976

HALL INTERNATIONAL INC.
P. O. BOX H • PH. (503) 475-6191
MADRAS, OREGON 97741

NUMBER 336

DATE October 29 1976 96-298 1232

PAY TO THE ORDER OF North Santiam Sand & Gravel $50,389.17

50389 DOLLARS 17 CTS

This check is issued and accepted in full payment and compromise of all moneys due North Santiam Sand & Gravel by nature of their Sub-Contract with Hall International, Inc. Signed 7-10-76

FOR

UNITED STATES NATIONAL BANK OF OREGON
MADRAS BRANCH MADRAS, OREGON

HALL INTERNATIONAL INC.
Edna I. Foster

⑆1232⑈0298⑆ 5 918⑈

8245

RECEIVED
OCT 22 3 46 PM '76
CLAY MYERS
SECRETARY OF STATE

Files

5146

FILED
OCT 22 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

October 21, 1976

North Santiam Sand & Gravel, Inc.
First Avenue S.
Stayton, OR 97383

Attention: F. A. Lulay
President

NOTED 0
10-25-76

Gentlemen:

Reference is made to your letter of October 14, 1976, informing us that Hall International, Inc., owes you for asphalt mix in the amount of $53,574.08.

You indicated this is in reference to the Hall International, Inc., Contract No. 8245, Jordan Valley-Jordan Creek Section of the I.O.N. Highway in Malheur County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Jim Hall, Project Manager
Hall International, Inc.
P. O. Box 171
Jordan Valley, OR 97910

Hall International, Inc.
P. O. Box H
Madras, OR 97741

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD
10/25/76

north santiam sand & gravel inc.
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 · 769-6347

October 14, 1976

Mr. Cecil Head
Oregon State Highway Division
Room 121
State Transportation Building
Salem, Oregon 97301

Re: O.S.H.D. Job Number 8245
Jordon Valley - Jordon Creek,
I.O.N. Highway, In The County of Malheur

Dear Mr. Head:

Our firm served as a sub-contractor to Hall International Inc., P.O. Box H, Madras, Oregon 97741, General Contractor for the above job.

As sub-contractor we mixed the asphalt for the project. We finished our mixing in September 1976. As of this date there remains an unpaid balance of $53,574.08 for said mixing of asphalt for Hall International Inc.

Sincerly,

F. A. Lulay
President

FAL:nch

RECEIVED
OCT 18 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

DATE: October 18, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jordan Valley-Jordan Creek
Contract No. 8245

A 9.6 percent overrun is expected on this project. This is a federal-aid secondary project to reconstruct 4.17 miles of the I.O.N. Highway. Hall International is the contractor. The project is about completed.

The easterly limits of the original contract project were extended on through Jordan Valley to add an asphalt concrete overlay on an additional .45 mile. Three other unanticipated items on the regular project used up the available contingency funds. Anti-strip additive in the asphalt concrete mix, relocation of a section of existing power line and a 10 cent per ton royalty payment on material removed from a state-furnished source amount to $38,500. No funding was set up in the authorization for these items. Engineering is expected to overrun due to distance of the project from the crew headquarters at Ontario and the close supervision required on stage construction work under traffic. This also contributed to an overrun of the hourly flagging performed under a bid item.

Your approval of an increase of $103,084.00, to a new total project authorization of $1,186,490.00 is requested. This matter will be on the agenda for consideration at the October 26 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
W. E. Schwartz
L. W. Rulien
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 15, 1976

FILE: CON 5 #8245

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Jordan Valley-Jordan Creek
Contract No. 8245
Request for Increase in
Project Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith Form E-372 showing an expected 9.6 percent overrun of this project. This is a Federal-aid Secondary project to reconstruct 4.17 miles of the ION Highway. Hall International is the contractor. The project is about completed with only seeding and some guard rail work remaining with completion expected in another week.

The largest single money item in the overrun is Price Agreement No. 5 which extended the easterly limits of the original contract project on through Jordan Valley to add an A.C. overlay on an additional .45 mile. FHWA approved a program amendment to do this work participating. There was a heavy overrun of this price agreement as an additional short section was paved to reach the end of an earlier overlay. Three other unanticipated items on the regular project used up the available contingency funds. Anti-strip additive in the A.C. mix, relocation of a section of existing power line and a 10-cent per ton royalty payment on material removed from a State furnished source amount to $38,500. No funding was set up in the authorization for these. Engineering is expected to overrun about $44,000. The contract time will overrun just a few days which I expect will be extended due to the added Price Agreement No. 5. You will note part of the engineering overrun is attributed to distance from the crew headquarters which was Ontario. The stage construction and a new contractor also required more close supervision.

The price agreement changes on this project amount to considerably less than 10 percent of the original contract amount, so there is no involvement with the Public Contract Board. A rough draft letter to the Transportation Commission requesting an increase of $103,084.00, to a new total project authorization of $1,186,490.00 is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Jordan Valley - Jordan Creek Section Date September 30, 1976

Highway I.O.N. Contract No. 8245

County Malheur Kind of Work Grading & Paving Contractor Hall International, Inc.

	Authorized	Estimated
Contract Amount	$ 943,583.00	$ 985,321.00
Anticipated Items	11,000.00	3,600.00
Contingency (4½%)	42,954.44	67,569.00
Engineering	85,908.87	130,000.00
Credits		
PROJECT COST	$1,083,406.31	$1,186,490.00

NET INCREASE $ 103,084.00 = 9.6%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
C Bid Item No. 7, Flagman	$ 37,500	$ 26,250
C Bid Item No. 11, Embankment in Place	158,565	24,750
C Bid Item No. 16, Emulsified Asphalt	21,500	- 9,868
C Bid Item No. 18, Plant Mix Aggregate Base	281,105	- 20,351
C Bid Item No. 41 Seeding and Mulching	8,400	6,000
U P.A. No. 2 , Ditch Outlets		240
U P.A. No. 3, Const. Irrigation System		775
U P.A. No. 4, Siphon Boxes		1,450
U P.A. No. 5, A.C. Overlay through Jordan Valley		32,300
U P.A. No. 7, Asphalt Additive		13,000
U S.F.O. No1 , Idaho Power Co. Utility Revision		12,000
U S.F.O. No. 5, Royalty Payment		13,500
U E.W.O. No. 4, Below grade excavation		5,000

Principal reasons for overruns (Continue on reverse side): Over

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by C. D. Hiatt, Resident Engineer

Noted by ____, Construction or Bridge Engineer

Confirmed by ____, REGIONAL CONSTRUCTION ENGINEER

Noted by E. J. Hunter, Deputy or State Highway Engineer

Bid Item No. 7. The project was staged constructed through out the life of the project, and required flagmen for every work phase. The contractor's slow rate of progress in most of his operations added to the increase of this item.

Bid Item No. 11, Slopes were flattened in areas where roadbed drainage problems arose. Random fills were constructed to alleviate drainage problems in conjunction with slope flattening. Stage 1 subgrade widening had to be constructed above grade in some areas to stablize grade for stage 2 traffic. The subgrade was raised approximately one foot for a distance of one mile to stabil-ize grade through unstable embankment foundation area.

Bid Item No. 41. Seeding and mulching contract estimate was 6 acres. Remeasure of roadbed slopes totaled 21 acres. Material source acreage total was 15 acres. This caused the item to overrun.

P.A. No. 5. Extended the project through Jordan Valley for approximately one-half mile. A.C. shoulder widening and overlay of the section added to the overrun.

P.A. No. 7, Asphalt additive - 0.6% of no atrip additive was added to the asphalt at the Salem Lab. recommendation to obtain the required retained strength for the asphaltic mix. This added to the overrun.

S.F.O. No. 1, Adjustment of Idaho Power Company utility lines was not and anticipated item, and a dded to the overrun.

S.F.O. No. 5. Royalty payment to the material source owner was not anticipated in the project authorization, and added to the overrun.

Engineering for the project was estimated to overrun by 35% a few months ago, but the extension of the project through Jordan Valley and the slow progress of the contractor in may cases has caused this overrun to be estimated at 50%. The per diem and over time caused by the contractors long shifts of work, are the primary reasons for the increase.

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
OCT 13 1976
CONSTRUCTION
SECTION

8245

452

Salem, Oregon
October 11, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48927 - Wroten
Jordan Creek - Jordan Valley Section
I.O.N. Highway
Malheur County

Attention: Mr. John Oakes

Attached is a description, an authorization and R/W prints covering a drainage easement for the subject contract project.

This description was requested by you and is to replace the deed and Exhibit "A" (attached) that came in from Verne Allen.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8245

8-11-6

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-23-018(2)
STATE PROJECT NO.
Jordan Valley-Jordan Cr.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
RS-48

COUNTY NAME
Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	8-11-76	Secondary Route 23-018

STATE ROUTE NUMBER
Secondary Route 456

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ OTHER (Specify) Program Change
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-4-76 letter, I approve the program change as follows:

Revised Project Location: US 95, 3.7 miles West Jordan Valley East 5.2 miles. Total project length 5.209 miles.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-76		Division Administrator

PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-681 856

#8245

PRO-6-2

August 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RS-23-018(2)
Jordan Valley-Jordan Creek Section

We hereby request a minor program change on the subject project to extend the project to the East through the City of Jordan Valley 0.446 mile. Project Location: US 95, 3.7 mi. W. Jordan Valley, E. 5.2 mi. Total Project length 5.209 miles.

We are also requesting approval of the attached price agreement No. 5 in the amount of $19,672.00 effective July 6, 1976 for the paving and associated work involved in the project extension. Tentative telephone approval from your office was received on July 6, 1976.

A revised project agreement will be submitted to cover this additional cost after approval.

DAR:md

Attachments

cc: E. S. Hunter
C. T. Keasey
D. E. Swan

#8245 5-28-76

TRAN.

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-23-018(2)
STATE PROJECT NO.
Jordan Valley-Jordan Creek

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-48

COUNTY NAME
Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
DOT OPERATIONS
JUN 8 '76
REFER TO
FOR
Info | Interp | R/D | D/E | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8/25/75	Secondary Route 23-018	Secondary Route 456

GENERAL LOCATION:
US 95 - 3.7 miles West of Jordan Valley East 4.8 miles.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Program Change.

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 5/3/76 letter I approve the program change adding "adjustment of Utilities including preparatory work" to the character of the proposed work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/28/76	E Klaboe	for Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—631-965

8245

15

PRO 6-2

May 3, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RS-23-018(2)
Jordan Valley-Jordan Creek Section

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work, "Adjustment of utilities including preparatory work".

Subsequent to submission of the program on the project it was found that adjustments of Idaho Power Company facilities were required, and we inadvertently overlooked submitting a request to include this work in the program.

Authorization to proceed with the actual adjustments of Idaho Power Company's facilities was given by your office effective August 25, 1975. Therefore, we request your approval of August 25, 1975 as the effective date for this program change.

CL:bb

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8245 LETTER OF APPROVAL AND/OR AUTHORIZATION 9-19-75

FEDERAL AID PROJECT NO. RS-23-018(2)

STATE PROJECT NO. Jordan Valley - Jordan Cr.

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. RS-48

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO Gulick
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 25, 1975	Secondary Route 23-018	ION Highway Route #456

Description of work:
You are now authorized to proceed with actual adjustments for Idaho Power Company's Lines effective August 25, 1975. Reimbursement on an actual cost basis estimated to be $11,969.92 is approved - federal funds $9,359.00. Since the utility is not adequately staffed to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory, providing the appropriate Civil Rights clauses are included.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility Adjustment.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program memorandum dated May 28, 1975 approved this project for inclusion in the Federal-aid program. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Idaho Power Company consisting of your Utilities and Railroad Engineer's letter, the August 12, 1975 Idaho Power Company's letter and the plans and estimate furnished by Mr. Preston's September 10, 1975 letter. Mr. Harlin Gerlach's Affidavit of Idaho Power Company's property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-19-75	C R Benghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 3, 1975

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Jordan Valley Landing Strip
Jordan Valley-Jordan Creek Section
I.O.N. Highway
Malheur County

On the current contract there is a telephone line (Idaho Telephone Company) to be moved in the vicinity of the landing strip. The State Board of Aeronautics has requested that it be moved to the opposite side of the highway or buried as opposed to moving closer to the landing strip. I have been advised that this would cost the telephone company an additional $3,000 to $5,000 and that they have not volunteered to accept this added cost without questioning its necessity.

This was discussed with Mr. Paul Burket, Administrator, State Board of Aeronautics, on August 29 and I was advised that the existing runway center line is 100 feet from the highway right of way line and not 200 feet as previously reported. The existing pole line appears to be 20 to 25 feet inside the right of way and would be moved close to the right of way line.

Mr. Burket feels that such a move will make a bad situation considerably worse and that it would definitely be in the interest of public transportation and safety to get the line buried or moved to the other side of the highway.

This was discussed with Scott Coulter and then I requested Phil Preston to notify the Telephone Company to move the poles to the opposite side of the highway.

ADO:we

Copy Keasey
Preston
Coulter
Schwartz

RECEIVED
SEP 3 1975
Office of
Assistant State Highway Engineer

8245

456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 26, 1975

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Jordan Valley Landing Strip
Jordan Valley-Jordan Creek Section
I.O.N. Highway
Malheur County

On the current contract there is a telephone line (Idaho Telephone Company) to be moved in the vicinity of the landing strip. The State Board of Aeronautics has requested that it be moved to the opposite side of the highway as opposed to moving closer to the landing strip. I have been advised that this would cost the telephone company an additional $3,000 to $5,000 and that they have not volunteered to accept this added cost without questioning its necessity.

The landing strip parallels the highway approximately 200 feet from the right of way line. The existing poles are approximately 20 feet inside of the right of way and would be moved to the right of way line. Moving to the opposite side of the highway would put the pole line approximately 300 feet from the landing strip.

The strip is in private ownership and because of its proximity to the highway could not be improved to acceptable public airport standards. It does serve as a valuable emergency landing strip as it exists.

I am advised that Aeronautics cannot expend funds on such a facility and are going to contact the local people for their input.

I am advised that the poles will need to be moved in the near future but have not held up the contractor to date.

ADO:we

/ Versteeg ✓
A. Olson
2 Terpin ✓
Scott
3 Swenson
R. Olson
Trout

RECEIVED
AUG 26 1975
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To.
Bring Up /___/___
Other

Written at Aeronautics suggestion — to alert Final Office —
copy given to Tracy.
ADO

8245

FORM 81-734-3030

456

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 17, 1975

FILE:

FROM: Marlowe Krohn
Senior Designer

TO: MEMO TO THE FILES

SUBJECT: Highway Improvements in the Vicinity of Airports
Jordan Valley-Jordan Creek Section
I.O.N. Highway
Malheur County

The private landing strip located near the subject project has been examined for possible conflict.

The need for further coordination does not appear necessary, as the proposed construction will be accomplished within the existing roadway right of way and along the same profile grade lines.

MK:we
Attachment
cc: Roy Raasina, Aeronautics
Don Keyes

Verstoeg
A. Olson apc
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 17 1975
ROAD DESIGN SECTION

Request Approval
Return To
Bring up
Other

Direction Of Traffic

oe
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rotection & Direction Of Traffic

PLANS FOR PROPOSED PROJECT

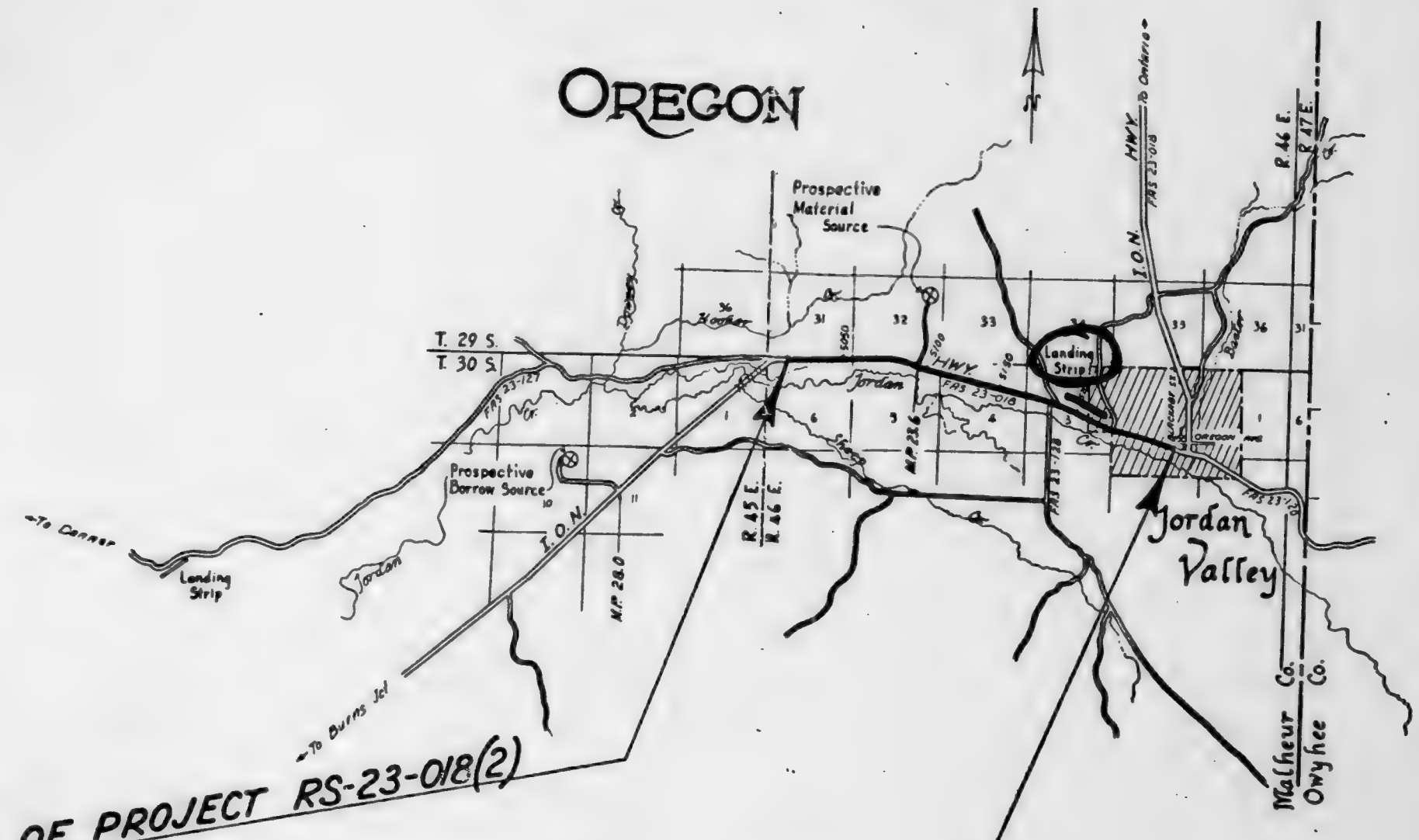
GRADING & PAVING

JORDAN VALLEY ~ JORDAN CREEK SEC.

I.O.N. HIGHWAY

MALHEUR COUNTY

JUNE, 1975



NNING OF PROJECT RS-23-018(2)
Sta. 5010+30.6

... OF PROJECT RS-23-018(2)
...261+93.5

OREGON TRANSPORTATION COMMIS

Transaction Number 6-21

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: [illegible]

DATE: 5-28-75

BY (Signature): L. W. Rulien's May 22, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 48 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
48	RS-23-018(2)	4.76	1,330,000	1,039,900

RECEIVED
STATE HWY ENGR
MAY 30 '75

REFER TO

FOR

Loc	Inves	R/W	D/C	Spec	Est	File

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
E. S. HUNTER

Location	Work
Jordan Valley-Jordan Creek Section Malheur County State of Oregon	Grade, drain, high type pavement

RECEIVED
JUN 2 1975
OFFICE OF
[illegible]

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

6-2-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		[illegible]	

...gram approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga... the part of the Federal Government to provide Federal funds for the undertaking.

...R-48
71)

GPO 915.690

#0245

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6-2

May 28, 1975

Salem, Oregon

FROM: L. W. Rulien
Project Management Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Location/Design Approval
Project No. RS-23-018(-)
Jordan Valley-Jordan Cr. Sec.
I.O.N. Highway (US 95)
Malheur County

We request your approval, under the provisions of the Secondary Road Plan, of the location/design described in the enclosed study report for the subject project on FAS Route 23-018.

The report consists of the following documents:

1 copy Corridor-Design Study Report
1 copy Public Hearing Documentation (DOT)
1 copy Preliminary Contract Plans

The current ADT is 850 (DHV is 100) for this location and therefore, the 32-foot roadway width falls within the minimum standard allowed under the Secondary Road Plan.

The various sections of the Highway Division, having considered all data as well as the social, economic and environmental effects, have concluded that the location/design described in the study report is suitable for the project.

The project received State Clearinghouse A-95 review approval by letter dated May 27, 1975.

"Notice of Intent" for the project was sent to District 14 Clearinghouse on April 24, 1975, and has lain before the Clearinghouse more than 30 days without action. It is therefore assumed that no adverse review or comments will be received from District 14 Clearinghouse on this project.

FHWA concurred on January 6, 1975, that this is a nonmajor action project and does not require an environmental statement.

Public hearings not required under Oregon Action Plan as this is a category 3 project needing a nonsignificant amount of additional right-of-way.

MAY 29 1975 NOTED
D. E. SWAN

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication was forwarded previously.

Endorsement to Project Management Section
May 28, 1975

Location/Design Approved

E. S. Hunter
Assistant State Highway Engineer

Enc.

JG:pr

cc: G. L. Green, FHWA
F. B. Klaboe
Victor Wolfe
J. H. Versteeg
G. N. Hopkins, Co-City
D. E. Swan
B. L. Gifford
W. E. Schwartz

HIGHWAY PROJECT DESIGN STUDY REPORT

JORDAN VALLEY-JORDAN CREEK SECTION

IDAHO-OREGON-NEVADA HIGHWAY

MALHEUR COUNTY

The purpose of this Category 3 project is to upgrade and resurface a 4.1-mile section of two-lane highway with 12-foot travel lanes and 4-foot paved shoulders for reasons of safety improvement. The 1974 ADT was 850 vehicles; projected 1994 ADT is 1400 vehicles. The estimated cost is $1,368,000.

No public hearing is required. All right of way needed for the project has already been purchased. No families, businesses, farm operations or nonprofit organizations will be displaced.

We recommend that the project be approved as proposed.

WAE:mc

5/9/75

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Victor D. Wolfe
Location Engineer

DATE: May 7, 1975

FROM: Thomas Schwab
Transportation Engineer

File: Malheur County

SUBJECT: Public Hearing Documentation
Jordon Valley - Jordon Creek
I.O.N. Highway
Malheur County

Improvement on the subject section is identified in the Oregon State Highway Division's suggested six year construction program scheduled for construction in the 1975 fiscal year. The highway provides for interstate travel between Boise, Idaho and Nevada. The purpose of the project is to improve safety on this approximate four mile section of highway. Horizontal and vertical alignment on this section make it unsafe for motorists to pass for at least 50 percent of its length. The existing highway has two-eleven foot lanes and gravel shoulders of three to four feet in width.

Passenger car travel is the primary mode of travel in this corridor although bus service is provided by the Boise-Winnemucca Stages with two round trips per day. During 1974 the average daily traffic for this section was 850 vehicles. Assuming unrestrained travel and no improvement in public transportation in this corridor, the projected 1994 average daily traffic is 1,400 vehicles. The calculated design capacity of the existing facility is 3,300 vehicles daily. During the summer months of July and August average daily traffic is 130 percent of the average annual daily traffic.

For the period January 1, 1970 through December 31, 1974 the accident rate for this section of highway was 8.3 accidents per million vehicle mile of travel. This compares with a statewide accident rate over the same period on similar types of highway of 2.0 accidents per million vehicle miles.

TS:bp
cc: Don Keyes
George Ramjoue

RECEIVED
MAY 8 1975
DIVISION

8245 456

Salem, Oregon
May 27, 1975

Frank E. Terpin
Final Design Engineer

W. E. Schwartz
Region V Engineer

Jordan Cr.-Jordan Valley Section
ION Highway
Malheur County

On May 21 I informed you by letter that a right of way parcel needed for the relocation of a county road connection would not be available and proposed a revision of the connection which could be made within the existing right of way.

Subsequently, I have learned that the process of acquiring the parcel has been reviewed by the FHWA and approved by them.

Therefore, the parcel will be available for construction as planned. You were so notified of this by a telephone call from me on May 23, 1975.

FET:we
cc: John Oakes
Verne Allen
Adele Egan
Charles Mathias, FHWA

/ Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8245

456

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 23, 1975

TO J. B. Boyd
Right of Way Engineer

FROM John R. Oakes
Assistant R/W Engineer

1 Verstaeg ✓
A. Olson
K Terpin FT
3 Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 27 1975
ROAD DESIGN SECTION

Request Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
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Bring Up __/__/__
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SUBJECT Files 48524, 48565, 48566, 48567 and 48608
Jordan Creek-Jordan Valley Section
Idaho-Oregon-Nevada Highway
Malheur County

In your letter of May 21, 1975 you requested that I examine the documents whereby the recent right of way was acquired for this project under the above file numbers. You also asked that I discuss them with Mr. Verne Allen and Charles Mathias.

On files 48524, 48565, and 48566 the documents appear to be nothing more than an abbreviated option where the description is replaced by a print of a map. The amount of money offered is definite and based upon a reviewed appraisal. The process will be completed by grantors signing the required document as soon as descriptions have been written and the document is prepared and sent from Salem.

File 48608 is an option and lease agreement for material and apparently does not pertain to the same subject as the other files.

On file 48567 I called Mr. Verne Allen and asked him to acquire an option as soon as possible. He told me he had a deed already prepared and was going to see the grantor Friday, if possible. I then discussed the document with Mr. Mathias and found that he has no objection to this handling of the file providing we do acquire the property based upon the amount of a review. He considers the document on the file adequate as a Permit of Entry.

I informed Mr. Terpin of these facts and he is going to advise Region 5 that his letter of May 21 requiring a revision of the county road connection be rescinded.

JRO:ha
cc Frank Terpin ✓
Verne A. Allen
Charles Mathias
Adele Egan

045

~~PRO-6-3~~

bert W. Straub
xxxxxxxxxxx

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-23-018(2)

We are submitting program documents for one project, Item No. 48, Project No. RS-23-018(2), "Jordan Valley-Jordan Creek Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

It is our present intention to receive bids for this project on June 19, 1975.

State and District 14 Clearinghouse A-95 review replies will be submitted under separate action.

CL:ljt

Att.

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

May 22, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 (19)(20) | PROJECT LOCATION (45 typewriter spaces): US 95, 3.7 mi. W. Jordan Valley, E. 4.8 mi. 21 68 | ADT | PRESENT: 850* | FUTURE: 1,400 (66) | YEAR: 95 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave. 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23 | NUMBER 7 23-018 | SE

CARD | CLASS OF FEDERAL FUNDS: Rural Secondary | COUNTY NAME: Malheur | CODE 045 (14)(16)

NAME OF URBAN AREA 17-31 — — | ROUTE NO. S | FEDERAL-AID 23-018 (32) | STATE 456 (36)(37) | U.S. 95 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1&4&5)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 95, 3.7 mi. W.Jordan Valley, E. 4.8 mi.					
5					ROW							
5					CONST (CODE) 6201		"Jordan Valley-Jordan Creek Section"	4.76	1,330,000	1,039,900	290,100	
							PROJECT TOTALS	4.76	1,330,000	1,039,900	290,100	

(16) (23)(24) (29) REMARKS

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

*DHV is 100

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

Q.

FORM PR-1 (REV. 4-61)

May 22, 1975

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 95, 3.7 mi. W. Jordan Valley, E. 4.8 mi.	ADT	850*	1,400	95	10	Oregon	41	075	48

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
, H.T. Pave.								RS-	23-018	(2)		

RAL FUNDS: Rural Secondary

AREA: - -

COUNTY NAME: Malheur — CODE: 045

PROGRAM STAGE: [ ] 1 OR [XX] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	23-018	456	95

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 95, 3.7 mi. W.Jordan Valley, E. 4.8 mi.						Grade, Drain, H.T. pave 2 - 12' lanes w/ 4' shoulders.
	ROW								
	CONST (CODE) 6201		"Jordan Valley-Jordan Creek Section"	4.76	1,330,000	1,039,900	290,100		ROW - 85' min.; Access Control - none; Parking Restrictions- None.
			PROJECT TOTALS	4.76	1,330,000	1,039,900	290,100		

PARED BY

OGRAM APPROVAL DATES

REMARKS

*DHV is 100

-over-

USCOMM DUSCOMM-DC 41905-P61

JORDAN VALLEY-JORDAN CREEK SECTION
Project No. RS-23-018(2)

Existing Facility: 20 to 22-foot oiled surface with variable 0 to 3-foot shoulders.

Adjacent Sections: W. End---24' AC surface with 4' shoulders.
E. End---22' oiled surface with no shoulders.

Project Data: Work on this project consists of grade, drain and H.T. pave necessary to widen the existing facility to provide for two 12' travel lanes with 4' shoulders and related safety revisions such as minor curve realignment, flattening of slopes and installation of guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

NOTE: There is an Aircraft Landing Strip approximately 0.2 mile north of the facility. However, no conflict will be involved as a result of the project.

IM 50-1-70 Requirements: State and District 14 Clearinghouse A-95 review letters of reply will be submitted under separate action.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA January 6, 1975.

FHPM 7-7-5 Requirements: (a) Public Hearings---Not required under Oregon Action Plan (Category 3 project).

(b) Location Design---Will be granted under the "Secondary Road Plan".

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 2.

8245

456

Salem, Oregon
May 21, 1975

Frank E. Terpin
Final Design Engineer

W. E. Schwartz
Region V Engineer

Jordan Valley-Jordan Creek
I.O.N. Highway
Malheur County

The county road connection at Sta. 5183+50 will have to be moved westerly to Sta. 5182+00 (see attachment of contract plans). J. B. Boyd, Right of Way Engineer has informed us that the right of way as proposed to realign this road will not be available, therefore, please revise this county road connection, during construction, to stay within the existing right of way.

WEC:we
Attachment
cc: C. T. Keasey
J. B. Boyd
W. E. Cole

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 2 1 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8245

456

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

April 25, 1975

FILE:

FROM: Tom Martin
Right of Way Agent

TO: Wilfred Cole
Design Team Supervisor

S A L E M

SUBJECT: File No. 43407 (SKINNER)
Jordan Creek-Jordan Valley
Section
Idaho-Oregon-Nevada Highway
Malheur County

I discussed the possibility of Mrs. Skinner's granting a Release of Obligation for re-establishing the ditch East of her house. Mrs. Skinner was adamant in denying my request. (Please see enclosed Owner-Contact Report).

Enclosed is a release from Mr. Zatica. His ditch is filled in and is not a servicable facility.

Also find enclosed an exhibit approximating the end of Mrs. Skinner's ditch.

Tom Martin

TOM MARTIN
Right of Way Agent

TM/crp
enclosures

cc: Dale Hiatt

RECEIVED

REFERRED TO

Beard	Reed
Cole	Semple
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

AGREEMENT

File No. _____
Name : ESTICH
Jordan Creek-Jordan Valley Section
Idaho-Oregon-Nevada Highway
Malheur County

Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

The undersigned hereby agrees to release the Department of Transportation, Oregon State Highway Division from any obligation, actual or implied, to re-establish any irrigation facility, ditch or otherwise, located on my property on the right side (southerly side) of the centerline of the Idaho-Oregon-Nevada Highway.

Specifically, this release applies to the re-establishment of any irrigation facility between approximately Engineer's Stations 5257+45 and 5260+70. (See Exhibit "A")

Dated this 24th day of April, 1975.

Witness J. Thomas Martin III

(Signature)

(Signature)

5250

12" Cor. I

5252+54.4 P.T.

Irr. Ditch

18" Cor. I. Sipht

Cellar

Shed

No.

S 67°22'30" E

Deed RW 7685

5255

5255+88.5 P.S.

5257+00

12" Cor. I. Pipe

SW¼SE¼ SECTION 2
TOWNSHIP 20 SOUTH
RANGE 46 E. W. M.

12" Cor. I. Pipe

+38.5

40' Toe of Berm

4'

2'

4'

Slope

5260

No.

6

5258+38.5 P.S.C.

5259+43.5 P.C.S.

Exhibit "A"

Ditch

Exhibit "A"

6

No.

5260

5259+43.5 P.C.S.

No.

No.

5258+38.5 P.C.S.

50'

50'

+00

+38.5

12" Con. I. Pipe

12" Con. I. Pipe

SW 1/4 SE 1/4 SECTION 2
TOWNSHIP 30 SOUTH
RANGE 46 E. W. M.

SKINNER

ZITTICK

Top of Berm

4:1

2:1

Slope

APPROXIMATE AREA TO BE RE-ESTABLISHED

5257+00

5255+88.5 P.S.

10900

No.

Shed

Cellar

No.

5255

Deed RW 7685
50.33'

S 67°22'30" E

18" Con. I. Pipe

Irr. Ditch

43407

Deed Line

5252+54.4 PT.

12" Con. I.

5250

S 67°22'30" E
30.44'

INSTRUMENT NO 16301Y RECORDING DATE MAY 22, 1974

QUITCLAIM DEED

VIOLET SKINNER, a single person,
hereby release(s) and quitclaim(s) to

JAMES ZATICA & PEGGY ZATICA, husband and wife,
whose address is
Jordan Valley, Oregon 97910
all my our right, title, and interest, if any, in the following described real property:

A tract of land in the S½SE¼ of Section 2, T. 30 S., R. 46 E., W.M., Malheur County, Oregon, more particularly described as follows:

Commencing at the southeast corner of the SW¼SE¼ of Section 2, T. 30 S., R. 46 E., W.M., Malheur County, Oregon, thence N. 89° 17' W. along the south line of said SW¼SE¼, 150.00 feet to the real point of beginning; thence continue N. 89° 17' W., 124.00 feet to a point; thence North parallel with the east line of said SW¼SE¼, 397.86 feet to a point on the southerly right-of-way line of U. S. Highway 95; thence S. 75° 21' E. along said right-of-way line, 128.16 feet to the northwest corner of Lot 1, Block 7, of the Pioneer Addition to Jordan Valley according to the official plat thereof on file in the Malheur County Recorder's Office, Vale, Oregon; thence South along the west line of said Lot 1, 367.00 feet to the real point of beginning. Said tract contains 1.089 acres more or less, subject to easements of record or in use. Said property being adjacent to Lot 1, Block 7 of the Pioneer Addition to Jordan Valley, Malheur County, State of Oregon.

Until a change is requested, all tax statements shall be sent to the following address:

James Zatica
Jordan Valley, Oregon 97910

The consideration for this transfer is: $3,000.00

Dated: May 2, 1974

Mrs Violet Skinner
(Violet Skinner)

STATE OF OREGON, County of Malheur ss:
May 22, 19 74
Personally appeared the above named

Violet Skinner

and acknowledged the foregoing instrument to be her voluntary act. Before me:

Jane Tellesia
Notary Public for Oregon
My Commission expires My Commission Expires July 24, 1978
(SEAL)

(FOR RECORDERS USE)

INDEXED

STATE OF OREGON, } ss. Inst. 16301Y
County of Malheur } 12 2:45 P

COMPARED: Kay Sullivan

PREPARED BY
YTURRI, O'KIEF, ROSE and BURNHAM
[illegible] AVENUE TEL [illegible]
ONTARIO, OREGON 97914

RETURN TO
James Zatica
Jordan Valley, Oregon 97910

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☒ Other White File No. 43407

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name SKINNER

☐ Acquisition ☐ Relocation ☐ Other _____ Section Jordan Creek-Jordan Valley

Name Mrs. Violet Skinner Address Jordan Valley, Oregon 97910

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking ☐ Dwelling ☐ Farm ☐ Bus.

Amount Approved $ ☐ Nonprofit ☐ Unimproved

	Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
	1st					
	2nd					
	3rd					
	4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
4/24/75	Mrs. Violet Skinner Tom Martin Mrs. Skinner stated that the ditch between approximately Stations 5257+00 and 5260+70 presently services her field, and that she expects it to do so in the future. Mrs. Skinner stated she would not sign; she said that even if the ditch was not servicable she would not sign. She feels that the facilities after construction should be the same as those existing prior to construction. I stated that according to the permit of entry she signed on April 8, we would re-establish her ditch and that the State would abide by that agreement.

TM/crp
4/25/75

By Tom Martin
Right of Way Agent

FORM 81-734-3708 Use reverse side (tumblehead)

045

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

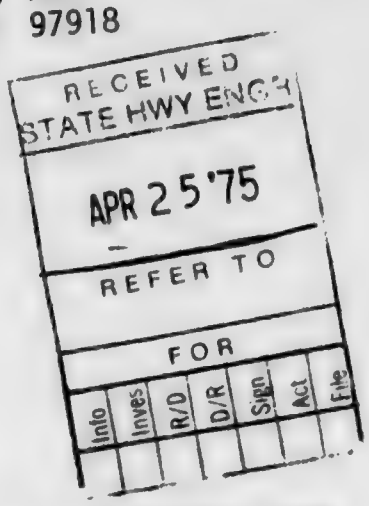
F. B. KLABOE
Administrator of Highways

April 24, 1975

TO Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
Dan Weeks, Interim Coordinator
Vale City Hall
Vale, OR 97918

FROM George N. Hopkins
Project Development Engineer



SUBJECT Notice of Intent for F.A. Secondary
Rural Funds
State Admin. Dist. No. 14
Jordan Valley-Jordan Creek Section
I.O.N. Highway
Malheur County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be May 27, 1975.

Attachment
BLG:wm

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. K. Ansell
W. E. Schwartz
Aeronautics Div.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT: State Highway Division [45 | 46] DIVISION: Dept. of Transportation [79

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 9. .10 [80

04 12] CONTACT PERSON: L. W. Rulien [45 | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Jordan Valley-Jordan Creek [71 | District 14

11 12] PROJECT LOCATION CITY: I.O.N. Highway [45 | 46] PROJECT LOCATION COUNTY: Malheur [79

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71
This project, 4.76 miles in length is located westerly of Jordan Valley

06 12] [71
and involves reconstruction of the existing facility with minor changes in

07 12] [71
alignment. Within the available right-of-way a roadway will be provided

08 12] [71
having two 12-foot travel lanes with 4-foot paved shoulders.

09 12] [71

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,041,300	- -	293,700	- -	- -	1,335,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: MAY | 43] DAY [44: 27 | 45] YEAR [46: 1975

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: April 24, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: April 24, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Secondary Rural Annual Six Year Construction Program, 1975

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 60
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

REMARKS

17(E) This is a category 3 project of non-major action. An Environmental Assessment has been prepared according to Oregon's Action Plan.

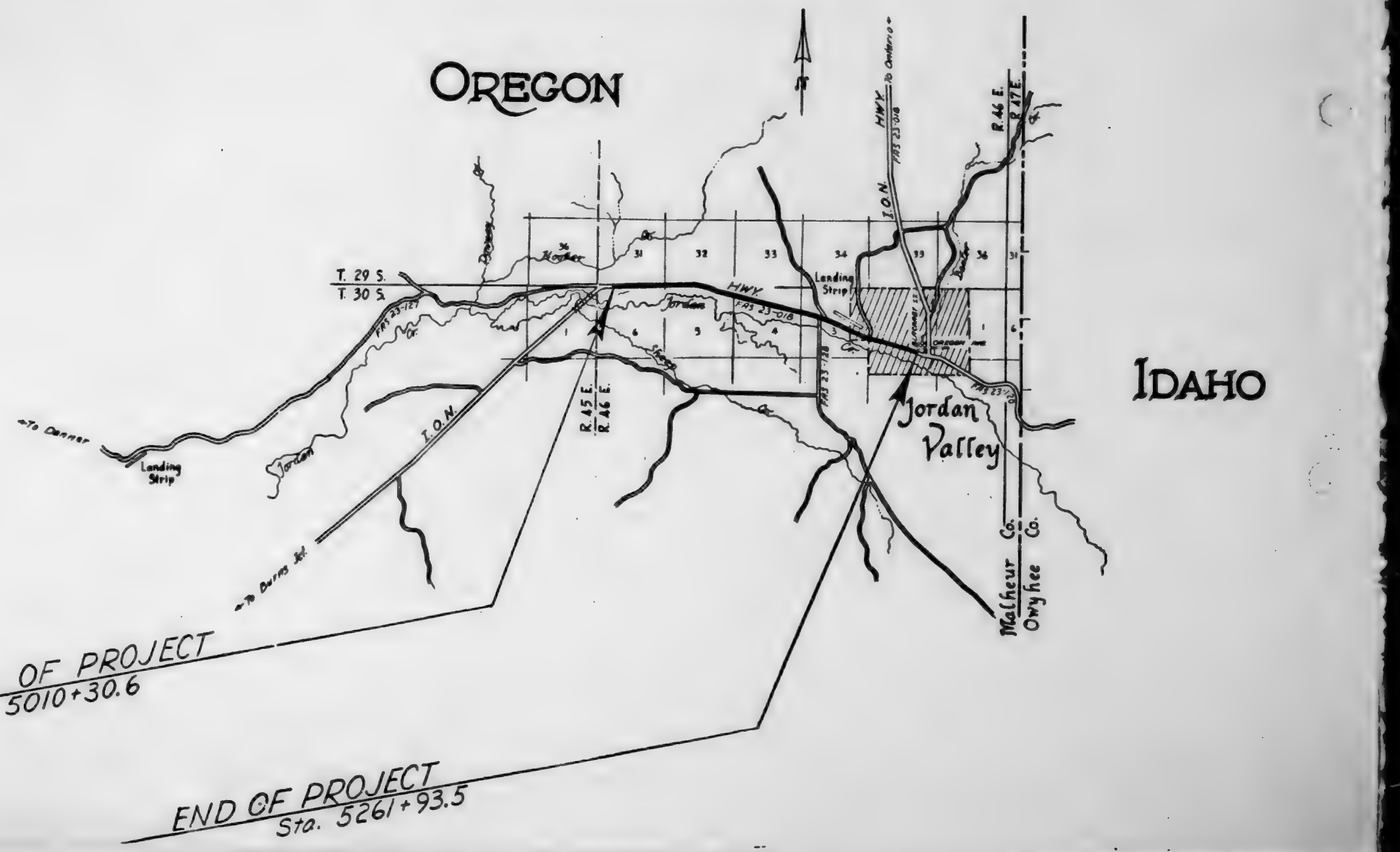
Available right-of-way will be used for this project and public hearing will not be required.

This project is proposed by the State Highway Division and received approval March 31, 1975 by the Oregon Transportation Commission.

PLANS FOR PROPOSED PROJECT

JORDAN VALLEY ~ JORDAN CREEK SEC.

I.O.N. HIGHWAY
MALHEUR COUNTY



8345

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$	155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$	650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$	240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$	500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$	460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$	240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$	300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$	1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

8245

456

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 19, 1975

TO Hal Versteeg
Attn: Bill Cole

FROM K. A. Chatwood
Administrative R/W Agent

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 19 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT Jordan Creek-Jordan Valley
Malheur County

The status of fencing on this file is as follows:

FILE	OBLIGATION	STATUS OF ACQUISITION
43398	Grantor to fence	Closed
43721	Grantor to fence	Closed
43399	Grantor to fence	Closed
48524	New file	New file
43400	Grantor to fence	Closed
43403	No mention of fence	Closed
43402	No mention of fence	Option 3-8-75
43405 (BLM)	State to fence	
43404	Grantor to fence	Closed
43406	Grantor to fence	Not paid
43407	Grantor to fence	Closed
43401	Grantor to fence	Not paid

Those "not paid" indicate that the fence has not yet been moved. We will renegotiate fences on all files where necessary. File #43405 is a BLM file--fencing should be a contract item.

KAC:jk
cc: Pat Schwartz
Verne Allen

8345

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-23-018(-)
Jordan Valley-Jordan Creek Section
ION Highway

DATE: March 14, 1975

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested by Mr. Wolfe's March 13, 1974 letter, we concur in constructing the subject section to a 32-foot top width.

for G. L. Green

3-19-75
cc Wolfe
Versteeg

RECEIVED
MAR 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 18 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

STE
L. L. JOHN

8245

456

Salem, Oregon
March 13, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48524 - Unawalt
Jordan Creek - Jordan Valley
I.O.N. Highway Section
Malheur County

Attached is a description, an authorization and Right of Way prints covering an easement for a channel change on the subject section, which is scheduled for May 22, 1975.

We designated this easement as "permanent" but perhaps a temporary easement would suffice, depending on negotiations with the owner.

This appears to be the only new File required for this project, however owner contacts should probably be made to determine if our new proposals for irrigation ditches and other facilities can be constructed under the terms of the existing options.

BY: f
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 13 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8245

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 13, 1975

Mr. Glen Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Dear Mr. Green:

Re: Jordan Valley-Jordan Creek Section
ION Highway

The ION Highway consists of 121+ miles in Oregon and additional mileage in the state of Idaho. In Oregon, with the exception of a 21-mile section from its junction with the Steens Highway to the old military airport and the subject section, this highway has been reconstructed to a 32-foot top width. A 7-mile section in Idaho starting at the Oregon line has been reconstructed to a 32-foot top width.

Since no portion of the reconstructed highway will have any additional construction in the long-range future, it would appear that the judicious use of road user taxes would indicate that this section be reconstructed to the same 32-foot top sidth. As a matter of fact, if it weren't for inadequate surfacing and high water table, it would simply be overlaid, so that there is actually a question as to whether or not it could be classified as reconstruction.

Based on the foregoing, we request your concurrence in a deviation from AASHTO standards to use a 32-foot top width.

Very truly yours,

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
J. H. Versteeg
W. E. Schwartz

RECEIVED
1 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8345

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 10, 1975

NOTED
H. S. COULTER

FROM: W. E. Schwartz
Regional Engineer W. E. Schwartz

SUBJECT:
Overlays
Region 5

TO: J. H. Versteeg
Road Design Engineer

822-K

We have reviewed the listing of maintenance overlay projects which you asked us to prioritize. These are all good projects and are shown in the proper priority listing.

One minor correction should be noted. The Vale-Cairo Junction project should show a 40-foot top width instead of 34 feet.

There is a project which we would very much like to have done and I would give it priority over the ones you have listed. This is the Jordan Valley-Jordan Creek Section. This badly needed project never seems to quite fit the criteria when you are selecting projects.

Attached for your information is a copy of a letter we recently sent to Ed Hunter on this subject.

WES:sh
Attachment

cc H. S. Coulter w/attach
D. H. Moehring "
L. W. Rullen "
V. D. Wolfe "
Dale Hiatt
C. K. Ansell

RECEIVED
FEB 12 1975
Office of
Assistant State Highway Engineer

3345

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

La Grande, Oregon
February 5, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Jordan Valley-Jordan Creek
MP 21.15-25.25
ION Highway

TO: E. S. Hunter
Assistant State Highway Engineer

S A L E M

822-F

The above project has not appeared on the tentative list of Bond Projects, the Six-Year Program or the list of overlays requested by Dave Moehring. This week we are working up additional information for Hal Versteeg on several FA safety jobs and this project is again not on the list.

It may well be the fault of this office that we have not called proper attention to this project and that is the purpose of this letter.

On the 121 miles of the ION Highway, only two sub-standard sections remain; this project and a section from Burns Junction south to the Flight Strip. The Jordan Valley section has been a continual maintenance problem due to its lack of adequate base, high water table, frost heaves, poor drainage and narrow width.

Because of these problems a survey was completed last summer. The survey was returned to us from Location for additional drainage information. We have obtained this information and the project will be returned to Salem this week.

The Malheur County Judge has repeatedly asked us when this project will be built. We have advised him that we concur that this project has considerable merit on a Region basis and would recommend the project be scheduled for the summer of 1975. On a priority basis we would identify this project as one of the top three projects in the region.

If you concur, we would like to add this project to the list of FA Safety projects.

NOTED
E. S. HUNTER 2-10-75

Versteeg - Wolfe - Rubin
Pls. complete plans and specs. and have ready for spring if $ come available.
cc Allen Ebb

DDA:je

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-26

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 23, 1974

TO V. D. Wolfe
Location Engineer

ESH

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Highway Improvements

As a result of Mr. Klaboe's field trip last week, he has asked that we do the following:

1. There is a section of road between two improved sections easterly of Lawen toward Burns which is in need of an overlay. Work up as a Federal Aid overlay if possible.

2. The climbing lane westerly of Hines toward Sage Hen Hill should be extended and the entire section from Hines to Sage Hen Hill needs an overlay. Work up as a Federal Aid project.

3. The Lakeview-Burns Highway from the Riley job south to the end of the next improved section near Wagontire is in bad shape. Work up as a Federal Aid project if possible. Have an overlay or oil mat as appropriate.

4. The Central Oregon Highway from the Deschutes County Line westerly through Hampton to M.P. 61 needs an overlay. Work up as a Federal Aid project if possible.

5. On the ION from Jordan Valley westerly for a distance of approximately five miles is a section needing reconstruction. The right-of-way has been purchased and the location is complete. This project is urgently needed and as soon as you can bring the location estimates up to date, I would like to review the project with you and determine where to place it on the Federal Aid Secondary program. Please make this a first order of business as I would like to contract it early next spring if the funding can be made available.

RECEIVED
JUL 25 1974
LOCATION SECTION

cc: F. B. Klaboe
J. H. Versteeg
L. W. Rulien

ESH:kmb

8245

R

DATE: January 17, 1975

TO: Paul E. Burket
Aeronautics Administrator

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Highway Relocation Plans
Jordan Valley

This is in response to your letter of December 30 which inquired as to highway relocation plans near Jordan Valley.

The Highway Division has no plans to relocate the I.O.N. Highway adjacent to the airstrip. We have, however, acquired additional right-of-way for widening of the existing facility between Jordan Valley and Jordan Creek. Our plans do not include abandonment of the existing highway pavement and grade. Except for minor areas, it will be incorporated into the reconstruction.

Maintenance problems are severe on this section and it is hoped that reconstruction can be undertaken soon.

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
Victor D. Wolfe
W. E. Schwartz

GCW:mc srb

STATE OF OREGON
AERONAUTICS DIVISION

3040 25th STREET S.E. • SALEM, OREGON • 97310 • Phone 378-4880

TOM McCALL
GOVERNOR

PAUL E. BURKET
Aeronautics Administrator

MEMO TO: Fred Klaboe, Administrator
Highway Division

FROM: PAUL E. BURKET
Aeronautics Administrator

DATE: December 30, 1974

SUBJECT: Request for Highway Planning Information

The question of possible highway relocation in the vicinity of Jordan Valley, Oregon, has arisen again as you can see in the attached letter.

About a year ago, the same idea was voiced by several people in Jordan Valley. At that time, I made a verbal inquiry to members of your staff and learned that this was just not so.

Would you please confirm the present status of this question so I may relay it to the appropriate parties?

Thanks for your help.

PEB:cal

Enclosure

RECEIVED
STATE HWY ENGR
JAN 1 '75
REFER TO
Hunter
FOR
Inves R/D DIR Sign Act File

RECEIVED
JAN 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GMC TRUCKS

Copy Ralph

OLDSMOBILE

DOBBS BROS. MOTOR CO.
OLDSMOBILE — G. M. C. TRUCKS
9th Ave. at 3rd St. S. - Phone 466-3563
NAMPA, IDAHO 83651

December 14, 1974

State of Oregon
Department of Aeronautics
Salem, Oregon

Gentlemen:

Having been flying in and out of Jordan Valley, Oregon for the last several years primarily for the benefit of ranchers and cattlemen in that area, I have found it very difficult, in many cases, due to mud and snow to get in and out of that field safely.

It has come to my attention that US Highway 95 will be rebuilt west of Jordan Valley in the near future. This currently is a paved road with approximately a thirty foot width surface running parallel to the present dirt strip, as indicated by the enclosed sketch.

It could be a saving in Highway Construction costs if an exchange were made for equal amounts of property, giving the highway department a better opportunity for road bed, a better alignment of the road, eliminating two curves and leaving for the airport a good straight strip of pavement, which could be widened, if necessary, at a much lower cost than the complete servicing of the present dirt strip.

I should like to urge you to investigate the possiblility of acquiring this stretch of pavement for a landing field at no additional cost to the taxpayers and with a saving in construction of the new highway.

Very truly yours,

Evert A. Dobbs

Evert A. Dobbs

REC'D AERONAUTICS
DEC 16 1974

Jordan Valley Oregon airport (dirt strip)

U S Highway 95 immediately west of Jordan Valley, Oregon (paved).

J.V. →

32.45

11-25-74

PREFIX 123-1440

LOCATION PROSPECTUS
JORDAN VALLEY-JORDAN CREEK SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

HIGHWAY: I.O.N. State Secondary No. 456; Federal-aid Secondary No. 23-018.

TERMINI: The northeasterly end is at MP 21.15. The southwesterly end is at MP 25.25.

LENGTH: 4.1 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for reconstruction of the present highway. The route will follow the present alignment. Soils investigations will be conducted and a base design will be developed by the Soils Unit of the Location Section. A study of past highwater data will be made and drainage and irrigation problems will be resolved in the design of the project. An economic analysis is not needed at this time. A bicycle path will be given consideration.

CHARACTERISTICS: Present ADT is 800; projected ADT is 1200.

STANDARDS: Class "C" highway. Deviations from State or AASHTO standards are anticipated in shoulder widths to conform with adjacent sections.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders paved full width.

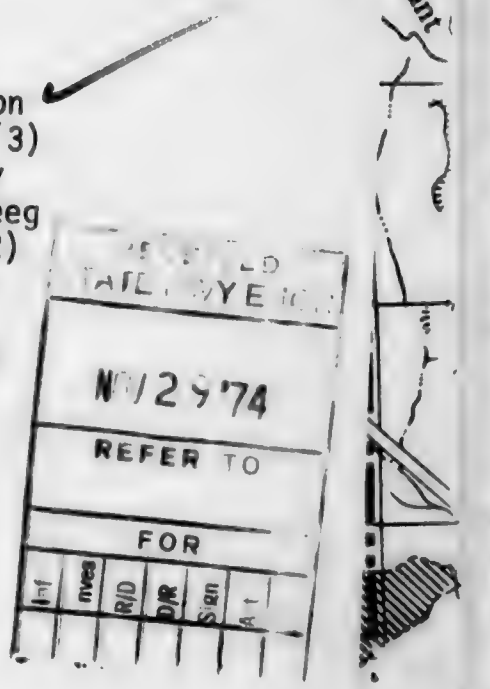
ACCESS: Limited to location.

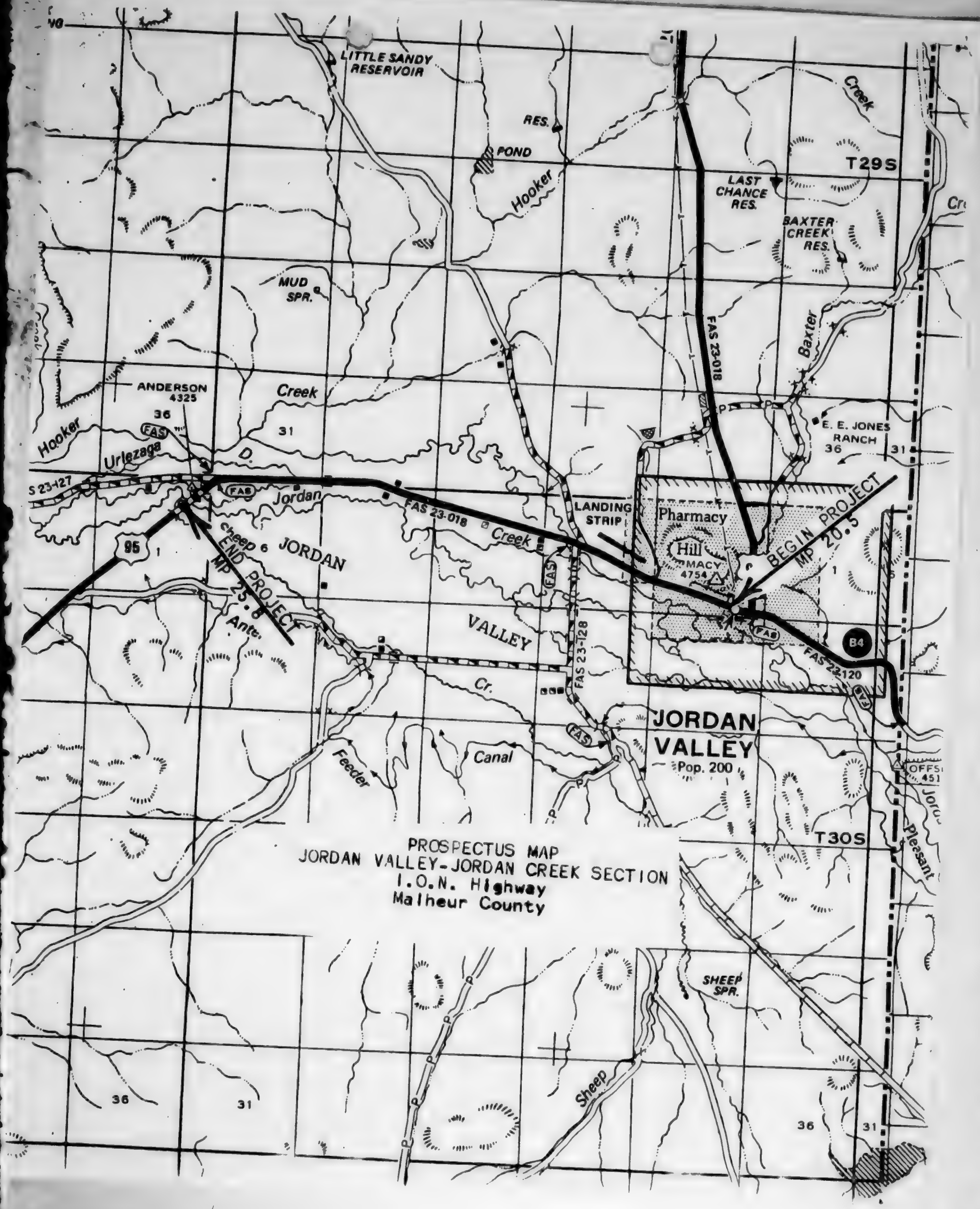
ADD'L FACILITIES: None affected.

AGREEMENTS; City of Jordan Valley, Malheur County and Utility Districts will need agreements with the State.

PARKS: None.

Attach
November 25, 1974
cc: Federal Highway Administration (3)
E.S. Hunter
L.E. George
D.H. Moehring
V.D. Wolfe
B.L. Gifford
R.E. Olson
D.E. Swan
F.W. Yarbrough (3)
W.E. Schwartz (6)
R.L. Schroeder
W.J. Hart (3)
L.W. Rulien
J.M. Cartwright (3)
Gary Potter (4)
J.A. Rowland
C.G. Swenson
A.E. Johnson
J.B. Boyd (3)
C.T. Keasey
J.H. Versteeg
H.S. Cox (2)
A.D. Olson
R.E. Royer
F.E. Terpin





PROSPECTUS MAP
JORDAN VALLEY-JORDAN CREEK SECTION
I.O.N. Highway
Malheur County

8145

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE October 25, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Jordan Valley-Jordan Creek Section, concurred in by the Federal Highway Administration, indicating that the following environmental documentation is appropriate: Negative Declaration:

Project management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.
BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
Gary Sund
B. L. Gifford
D. E. Swan
W. E. Schwartz, Region Engineer
C. K. Ansell, District Engineer

APPROVED
E S Hunter
E. S. Hunter
Date 11-1-74

11-1-74
cc: Rulien

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8245

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-23-018(-)
Jordan Valley-Jordan Creek Section
Project Assessment

DATE: October 16, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

NOTED
L. E. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William L. Koppus
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENG
OCT 22 '74
REFER TO
FOR

10-24-74
cc: Rubien
Potter

RECEIVED
OCT 22 1974
Office of
Assistant State Highway Engineer

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10-8-74

A. PROJECT IDENTIFICATION

Name of Project Jordan Valley-Jordan Creek (Section) RS-23-018(—)

Location of Project Idaho-Oregon-Nevada (I.O.N.) (Highway Name) ORE (Highway No., US - ORE)

(City) Malheur (County) 5 (Region)

Program State Bond (Possible Federal) (Funding) $1,367,417 (Estimated Cost) 123-1440 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Upgrading and safety. Grade to be raised above Jordan Creek floodplain - requiring approximately 95,000 yds.^{3} of embankment material. Local drainage-irrigation system to be improved (modified) adjacent to highway R/W. Grade raised approximately 16 inches; slope flattening; guardrail.

Origin and History: Regional office responded to Mr. Klaboe's request to complete preliminaries which were intiated in Sept. of 1973. Right-of-way was purchased for project several years ago with minor revisions (1973-4). Project in design stage.

C. DESCRIPTION OF PROJECT

Length 4.1 miles

Termini M.P. 21.15 - M.P. 25.25

Materials: 85,000 T plant mix aggregate base; 11,000 T 3/4-0 aggregate base; 24,000 T of A/C.

Alignment ☐ New ☒ Existing ☐ Combined

3 CATEGORY PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way has been purchased. Highway abuts on irrigated range - hay crop land. Much land undeveloped.

Typical Section Two 12 foot travel lanes - w/4 foot paved shoulders.

Structures Box culverts

Characteristics (ADT) Present (1973-All vehicles) - 850

Projected (1993- " " - 1,400

Other General Information (or Supplemental information to items) Project is to be worked as "stage construction". Slough near highway may be used as a disposal site for old broken A/C pavement.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Project is located in Basin & range physiographic province of SE Oregon. Highway section is on Jordan Valley floodplain at an elevation of about 4,000 ft. above mean sea level. The area is semi-arid with an annual average precipitation of 11 inches, most of which occurs during the winter months. January average temperature at Danner (El. 4,391; about 16 miles NW of project area) is about 27° F. July average is about 69° F. Jordan Valley floodplain is relatively narrow and bordered by rolling sagebrush covered hills. Jordan Creek is located a few yards south of the project and is almost totally utilized for irrigation purposes. By September, creek is a dry streambed. Stagnant, ponded water occurs in irrigation ditches or old meanders adjacent to present highway during summer months. Local vegetation includes ash and willow along irrigation system; sagebrush predominates.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Cultural aspects include residences and irrigation system. Residences will only be adversely impacted during construction (e.g., noise, inconvenience, etc.). Irrigation systems to be altered somewhat principally through ditch excavation, the placement of pipe and construction of box culverts. Modification is considered to be an asset. Material source is on private land just north of project. No rehabilitation plans have been submitted as only limited quantities of sand and gravel are to be removed. Principal materials source has not been designated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Already purchased.

   Consequences:

2. Estimated Changes in Traffic Patterns: None

   Consequences:

3. Estimated Changes in Land Use: None on project.
   Of grazing (range) land to sand and gravel source.

   Consequences: Small amount of rangeland eliminated. Not considered to be significant.

4. Expected Adverse Effects on Natural Ecological Resources: Partially filling old slough with broken pavement may eliminate a small amount of wildlife habitat. Not considered to be serious but should be investigated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Temporary construction activities.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas have been identified.

7. Potential for Controversial Issues: None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		X		Examination of slough and irrigation system.
Urban Economist				
Water Quality Spec.		X		Examination of slough and irrigation system.
Acoustical Engineer				
Air Quality Engineer				
Cultural Geographer		X		Possible archeological consid-ation at materials site (worked "chips" found at initial materials source).
Urban Planner				
Geologist				

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

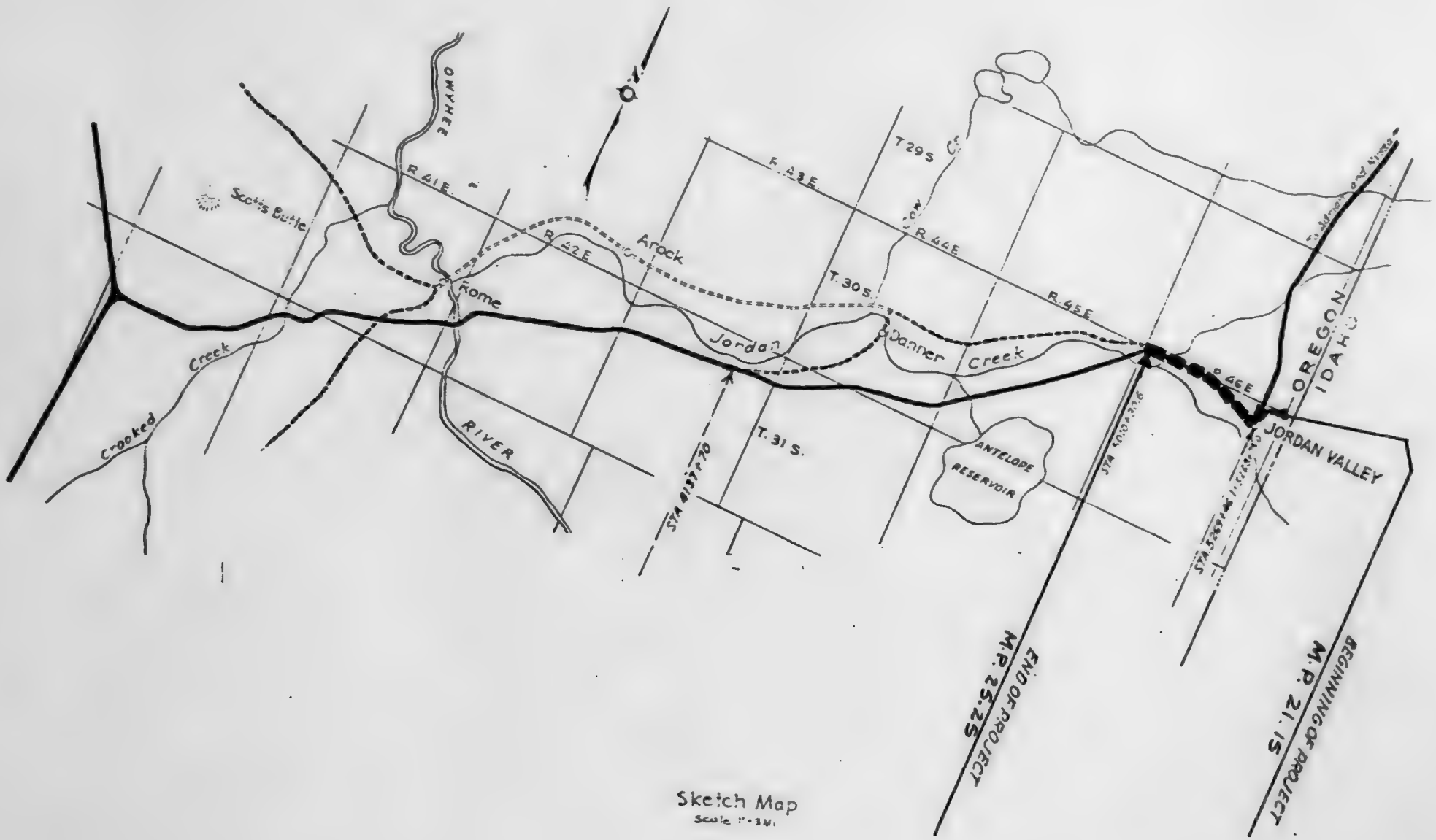
I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [X] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

Negative Declaration can be prepared by Region 5 office.

A54

OREGON STATE HIGHWAY DIVISION
JORDAN VALLEY - JORDAN CR. SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY
Oct. 1974



Sketch Map
Scale 1" = 3 Mi.

8245

456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI-21-1

La Grande, Oregon

September 23, 1974

FROM: Gordon E. Cochran
Geologist

TO: W. E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT: Gravel Prospect
Milepoint 23.6, I.O.N. Highway
Source #23-96-5

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Hager ____ Watson ____
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Attached please find hole logs and a sketch map showing their location on the Jack Dantel property west of Jordan Valley.

This gravel prospect lies approximately 0.75 mile north from milepoint 23.6 in the NE¼ of Section 32, T 29S, R 46E W.M. There is an estimated 80,000 cubic yards of good gravel lying on a low ridge. This is sufficient quantity for the base and AC rock needed on the Jordan Creek-Jordan Valley Section. The borrow needed for embankment on this prospect should possibly be taken from one of the other sources along the section. This would enable us to clean up some of these old sources.

The gravel source itself will be dry; however, the area between the low ridge and the highway is subject to flooding in the spring months. The source should be opened from the west end at about the elevation of the surrounding fields so it will remain dry. If additional gravels are needed the source could possibly be extended to the adjacent property owner to the east.

As these gravels appear to be better than average for this area, an effort should certainly be made to acquire them on a royalty basis from the property owner. Six samples for qualification were taken from the test holes. (S.D. No. 6487)

1 U
2 T
3
4 R

GEC:jo

cc: C. D. Hiatt
C. K. Ansell
Construction
F. W. Yarbrough

Routing

Keasey ✓ RECEIVED Scofield S
Bond ____ Glenn ____
Jackmond ____ SEP 30 1974 Burg ____
Harwood ____
Johnsen ____ CONSTRUCTION
Walker ____ SECTION

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project Jordan Ck - Jordan Valley Highway ION Date Sept 16, 1974

County MALHEUR Res. Engineer C. D. HIATT Prefix 123-1440-910

Exploration equipment used BACK HOE

Exploration area: Cut, depth ..... ft. Embankment fonda.—Emb. ht. ..... ft.

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Borrow—Quarry—Location Gravel Prospect Source # 23-96-5

Hole location's SEE Sketch

Slide—Horizontal hole ..... Vertical Hole .....

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Hole No. 1-3

Indicate in Feet Distance from ground surface to various soil and rock formations

	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
Hole #1	0 1' 1 8' 1 12'	6487	Over burden - gravels with clayey silts 6"-0 gravels with light yellow colored Non Plastic sandy fines Fine Sandstone - end of hole in Same
Hole #2	0 1 1 10'	6487	overburden - Same as hole #1 5"-0 gravels fines silty 1-3' depth then Light yellow brown Sands to 10' depth gravels very tight Around 10' end of hole still in gravel at 10'
Hole #3	0 1 4½' 9'	6487	overburden Clayey Silt. 3"-0 gravels very tight around 9' end of hole still in gravels.

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Jordan Creek

Project — Jordan VALLEY Highway I. O. N. Date Sept 16, 1974

County MALHEUR Res. Engineer C. D. HIATT Prefix 123-1440-910

Exploration equipment used BACK HOE.

Exploration area: Cut, depth ..... ft. Embankment fonda.—Emb. ht. ..... ft.

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Borrow—Quarry—Location Gravel Prospect source # 23-96-5

Hole location See Sketch

Slide—Horizontal hole ..... Vertical Hole .....

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Hole No. 4-8

Indicate in Feet Distance from ground surface to various soil and rock formations

	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
Hole #4	0 1' 7'		Hard Lake bed Sediments no gravel found
Hole #5	0 1' 6'		Sediments very hard 3-6' no gravels to this depth.
Hole #6	0 1' 15' 1' 11 5'		overburden clayey silts with gravels 5"-0 gravels still in gravel at 11 5'
Hole #7	0 1' 1' 1' 10'	sample 6487	overburden Clayey Silts with Gravels 6"-0 gravels with Light Brown Sand fines non plastic. end of hole still in gravel
Hole #8	0 1' 1' 5'		overburden Soil with gravels. 4"-0 gravels Light Brown Sandy fines Fine Sandstone

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

Engineering Technician

SOIL AND GEOLOGICAL EXPLORATION LOG

Jordan Creek

Construction Division

Project Jordan VALLEY Highway I O N Date SEPT 16, 19 74

County MALHEUR Res. Engineer C. D. HIATT Prefix 123-1440-910

Exploration equipment used BACK HOE

Exploration area: Cut, depth ..... ft. Embankment fonda.—Emb. ht. ..... ft.

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Borrow—Quarry—Location Gravel Prospect Source # 23-96-5

Hole location See Sketch

Slide—Horizontal hole ..... Vertical Hole .....

..... Station ..... Lt. ..... C. L. ..... Rt. .....

Hole No. 9-12

Indicate in Feet Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
Hole #9		
0		overburden soil + some gravels
1		
1	Sample 6487	6"-0 gravels fairly clean fines gravels are very tight
5'		end of hole in same material
Hole #10		
0		overburden soil + some gravels
1		
1	Sample 6487	6"-0 gravels with non plastic fines
7'		end of hole in gravels
Hole #11		
0		overburden - soil
1		
1		6"-0 gravels very tight fairly clean non plastic fines
7'		end of hole still in gravels
Hole #12		
0		black organic clay
1		
5		water level
1		2"-0 gravels
10'		end of hole in same

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

ENCD

NE¼ SEC 32 T5 29S, R46E.W.M.

N

500'

200'

150'

110'

100'±

325'

200'

100'

125'

150'

425'

FOSSIBLE LIMITS

Edge of Gravel

Edge of Ridge

GRAVEL PROSPECT M.P 23.6 ION
JACK DENTELL PROPERTY
SOURCE NO- 23-96-5

O— BACKHOE HOLES
SEE LOGS FOR GRAVEL DEPTHS

Scale 1"=100'

8245 8-21-74 R

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Jordan Valley-Jordan Creek
Highway: I.O.N. (FAR 23-018)
County: Malheur
Prefix: 123-1440

Res. Engr. ~~D. F. Burnett~~ D. Hight
Approx. Length 4.1± miles
~~MP~~ M.P. 21.15± to ~~MP~~ M.P. 25.25±
Date August 21, 1974

Mean Truck A.D.T. 189
Traffic Coefficient 8.7
18 kip s. a. per day 96.2

Annual Precipitation 12"±
Frost Penetration 30"±
CBE Total Requirement 28.0"

(1)

Typical Soil	
51	LL
17	PI
95	%P 10
69	%P 200
5	% Gravel
9	% C Sand
17	% F Sand
43	% Silt
26	% Clay
9	R Value
A-7-5	AASHO Classif.

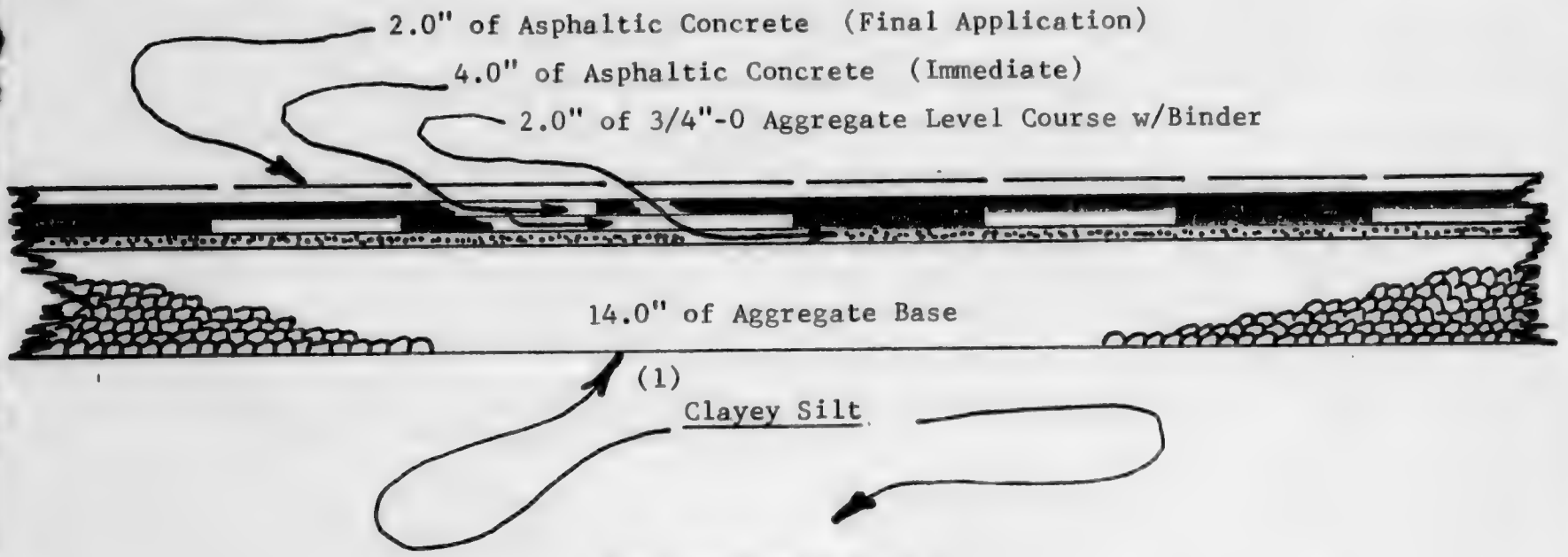
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	A.L.
14.0	14.0	A.B.
28.0	22.0	

NOTED
E. S. HUNTER

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder
14.0" of Aggregate Base
(1)
Clayey Silt

See remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
DEC 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by G. J. Gregg
Base Design Engineer

Recommended by
Asst. Engineer of Materials and Research

Recommended by
Location Engineer

Approved by E S Hunter
Asst. State Highway Engineer

SECTION: Jordan Valley-Jordan Creek

HIGHWAY: I.O.N. (FAR 23-018)

COUNTY: Malheur

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	15.0"	24.0"	20.5"
6.0 - 7.0	3.0"	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	*11.0"	13.0"	15.0"

*The thickness of the Aggregate Base Course was increased to make the actual thickness equal to approximately one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.5 and a C.B.E. Requirement of 24.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Jordan Valley-Jordan Creek

HIGHWAY: I.O.N. (FAR 23-018)

COUNTY: Malheur

850 Present ADT (1975)

17.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	35	1.5	53	44	450	19,800
3	10	1.5	15	13	1000	13,000
4	8	1.5	12	10	1250	12,500
5	95	1.5	143	119	3180	378,420
6	2	1.5	3	3	2570	7,710
				189	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 431,430

TWENTY YEAR EWL 8,628,600

TRAFFIC COEFFICIENT 8.7

SECTION: Jordan Valley-Jordan Creek

HIGHWAY: I.O.N. (FAR 23-018)

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

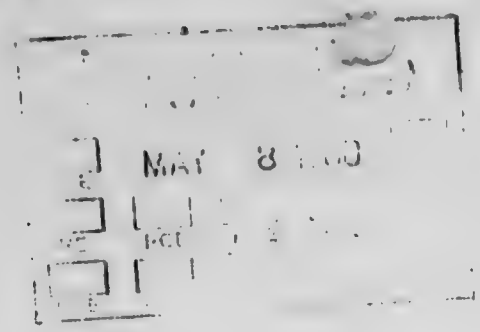
CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

8246 Bellevue St. SE-Mission St SE 1975
(Salem, 12th & 13th Sts. SE)
(Grad.,pav.,struc.,sig., & ill.) #2

C/A 4484 5-22-72

Sa 1/6



CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

May 5, 1980

Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
2960 East State Street
Salem, Oregon 97310

Re: 13th Street Extension
Mission Street to Bellevue Street Section
Final Bill

Dear Mr. Stearns:

We have reviewed that attached final billing for the subject project.

Per telephone conversation on May 1, 1980, between you and Ralph Lambert of my staff, please obtain a more detailed breakdown of these costs. We are especially interested in the following areas:

Yes 1. Was City matching ratio changed from 11% to 7% Robert Prange's (Project Management) letter of March 25, 1977.

2. An explanation of non participating items and why they are non participating. Auditing Section will need to determine reasons for Non-Part.

3. An explanation of City-State split of costs.

When you obtain this information, please call Ralph Lambert 588-6211 to arrange a meeting to discuss.

50-50 Split of difference between total cost & Fed. funds, less non-part. costs. Plus 50-50 split of Const. Engr. when state does Const. Engr

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

RONALD J. MERRY, P.E.
Assistant Director of Public Works/Engineering

RJM/RWL:jj
Attachment

cc: Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer
Johnie Jordon, Chief Accountant

5-14-80
w/comments: Ph. Stearns

OREGON STATE HIGHWAY DIVISION

FORM 61-734-1150

HIGHWAY DIVISION INVOICE

NO. 128894

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-8-80	CC-2036	

CREDIT DISTRIBUTION

324-1943-295	2,116.48
324-2512-295	20,512.86

SALEMCF

- City of Salem
- 555 Liberty Street SE
- Salem, OR 97301
- Attn: Lou McNicoll, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING per attached Itemized Statement:			
Federal Aid Urban Project M-1555 (1)(2) & (3)			
Mission St - Bellevue			
13th Street SE			
Marion county			
Covered by Agreement dated 5-19-72			
Contract No. 8246			
TOTAL COST			$1,305,661.36
Less Federal Funds Collected			1,069,325.56
Less State Share			91,866.46
City Share			144,469.34
City Advance Deposit - P.E.			3,400.00
City Advance Deposit - R/W			44,000.00
City Advance Deposit - Construction			74,440.00
AMOUNT DUE			$ 22,629.34
FINAL			

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 18, 1980

CITY Salem (3) Contract No. 8246 Date Completed 7-20-76

PROJECT #M-1555(1)(2) Section Mission St.-Bellevue St., 13th St. S.E.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 75,794.41
Right-of-Way		495,011.06
Payments to Contractor		626,591.04
SFO #2 Place Elec. Conn.		576.33
SFO #3 Reimburse SPRR		2,840.60
SFO #5 A/C Placed by City of Salem		250.00
SFO #6 Install Handrail by City of Salem		2,662.28
Construction Engineering		101,435.64
Labor Compliance Payment		500.00
TOTAL PROJECT COST		$1,305,661.36
Federal Funds Collected:		
Preliminary Engineering	$ 64,906.85	
Right-of-Way	380,344.30	
Construction	624,074.41	
BALANCE		$1,069.325.56
		$ 236,335.80
Non-Participating Costs:		
Preliminary Engineering	$ 145.40	
Right-of-Way	51,719.33	
Contract Payment	238.17	
Construction Engineering	6,758.27	50-50 Split
Labor Comp. Payment	500.00	
TO BE SHARED BY STATE & CITY		$ 59,361.17
		$ 176,974.63

State Share:

50% of $176,974.63	=	$ 88,487.32
Plus 50% of $6,758.27	=	3,379.14
		$ 91,866.46

City Share:

$176,974.63 - $88,487.32	=	$ 88,487.31
$59,361.17 - $3,379.14	=	55,982.03
		$144,469.34

Reference: Billing Form CC 2036

8246

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-18-80	CC-2036	

BILL TO: Code:

City of Salem
555 Liberty Street S.E.
Salem, Oregon 97301

Attn: Lou McNicoll, Director of Public Works

CREDIT DISTRIBUTION

324 - 1943 - 295 2,112.48
324 - 2512 - 295 20,512.98
324 - 1097 - 295 - 0 -

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER Attached Itemized Statement:			
Federal Aid Urban Project M-1555(1)(2)&(3)			
Mission St.-Bellevue Street			
13th Street S.E.			
Marion County			
Covered by Agreement dated 5-19-72			
Contract No. 8246			
TOTAL COST			$1,305.661.36
Less Federal Funds Collected			1,069.325.56
Less State Share			91,866.46
City Share			144,469.34
City Advance Deposit - P.E.			3,400.00
City Advance Deposit - R/W			44,000.00
City Advance Deposit - Construction			74,440.00
			$ 22,629.~~46~~ 34
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$121,840.00
Advance Deposit Previously Transferred to Highway Fund	$112,940.00
Balance	$ 8,900.00
Transfer to Highway Fund	$ ~~21,529.46~~ 8,900.00
Refund Due	$
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-1450,CC-1516&CC-1709

Amount Due . . . . . $ ~~22,629.46~~ 34

Submitted by: Gary E. Zehnor
Gary E. Zehnor

Approved: D. E. Swan
D. E. Swan

SP*35736-734

980
OST
4.41
1.06
.04
.33
.60
.00
28
64
00
36

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 18, 1980

CITY Salem (3) Contract No. 8246 Date Completed 7-20-76

PROJECT #M-1555(1)(2) Section Mission St.-Bellevue St., 13th St. S.E.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 75,794.41
Right-of-Way		
Payments to Contractor		495,011.06
SFO #2 Place Elec. Conn.		626,591.04
SFO #3 Reimburse SPRR		576.33
SFO #5 A/C Placed by City of Salem		2,840.60
SFO #6 Install Handrail by City of Salem		250.00
Construction Engineering		2,662.28
Labor Compliance Payment		101,435.64
TOTAL PROJECT COST		500.00
		$1,305,661.36
Federal Funds Collected:		
Preliminary Engineering	$ 64,906.85	
Right-of-Way	380,344.30	
Construction	624,074.41	
BALANCE		$1,069,325.56
		$ 236,335.80
Non-Participating Costs:		
Preliminary Engineering	$ 145.40	
Right-of-Way	51,719.33	
Contract Payment	238.17	
Construction Engineering	6,758.27	
Labor Comp. Payment	500.00	
TO BE SHARED BY STATE & CITY		$ 59,361.17
		$ 176,974.63

State Share:

50% of $176,974.63	=	$ 88,487.32
Plus 50% of $6,758.27	=	3,379.14
		$ 91,866.46

City Share:

$176,974.63 - $88,487.32	=	$ 88,487.31
$59,361.17 - $3,379.14	=	55,982.03
		$144,469.34

Reference: Billing Form CC 2036

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 5-8-72

TO 5-28-75

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) REVISED POST XX

FEDERAL AID PROJECT NO.

SALEM (P.E.)
M-1555(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$75,794.41	$75,649.01	85.8%	$64,906.85	$64,906.85	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

V.E. Skoog
Controller
2/12/79

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

S[illegible]MENT OF COSTS INCURRED UNDER PROJEC[illegible]EEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mission St. - Bellvue St. (Salem) Section Marion County					
	Preliminary Engineering Type Code P.E. Total Participating Cost as shown on Post Final Voucher	Lump Sum			$77,847.47	
	Adjust Work by City of Salem Total Participating Cost				(2,198.46) $75,649.01	
	Non Participating P.E. TOTAL COST				145.40 $75,794.41	

AMOUNT CARRIED FORWARD . . . . .

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 10-17-74
TO 10-31-78

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-1555(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$495,007.10	$443,291.73	85.80%	$380,344.30	$380,344.30	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
5/22/79

SIGNATURE OF AUTHORIZED OFFICIAL
V.E. Skoog
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

N

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS Capitol Bldg. - Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

VOUCHER PERIOD
FROM May 28, 1975
TO Mar 28, 1979

☐ CURRENT BILLING

☐ OTHER PROGRESS

XX ☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
N-1888(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
734,822.16	727,359.45	85.8%	624,074.41	624,074.41	0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY 9-24-79

PASSED FOR PAYMENT
BY V. E. Skeen DATE Controller

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITL	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BELLEVUE ST SE-MISSION ST SE (SALEM) SECTION FAU 1555 (12th & 13th St. SE) Marion County					
	CONSTRUCTION					
	Type Code 6205					
	Roadway (Sta. 10+22 to 26+27)					
	Final Contract Payment Summary	Lump Sum			302,848.59	
	SF0#3 Reimburse SPRR for moving utility lines	All required			2,340.60	
	SF0#5 Place A/C paving material by City of Salem	All required			250.00	
	Subtotal				305,939.19	
	Type Code 7030					
	Illumination					
	Final contract payment summary	Lump Sum			40,250.00	
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment summary	Lump Sum			60,000.00	
	Type Code X021					
	Structure BR#T6009 (Sta. 20+93 to 22+08.50)					
	Final contract payment summary				222,794.28	
	SF0#2 Place electrical connections to deck reinforcing bars	All required			576.33	
	SF0#6 Install handrail on bridge by City of Salem	All required			2,662.28	
	Subtotal				226,032.89	
	Total Participating Construction				632,222.08	
	CONSTRUCTION ENGINEERING					
	State	All required			94,373.31	
	PA#2 Less PA#14 - Furn. Field Lab	Lump Sum			460.00	
	Total Participating Construction Eng.*				94,833.31	
	MISC PROJECT COSTS					
	Audit Expense	All required			252.20	
	Equal Opportunity Program Expense	All required			51.86	
	Total Participating Misc. Costs				304.06	
	TOTAL PARTICIPATING COST				727,359.45	
	NON-PARTICIPATING ITEMS					
	Final Contract payment summary	Lump Sum			238.17	
	Labor Compliance Payment	Lump Sum			500.00	
	Construction Engineering	All Required			6,724.54	
	Total Non-Participating Cost				7,462.71	
	TOTAL COST				734,822.16	
	Prepared based on participating costs as shown on the Federal Billing as of 9-30-79					

AMOUNT CARRIED FORWARD .....

FORM PR-20C (REV. 5-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	*PARTICIPATING CONSTRUCTION ENGINEERING					

%	Typeiode	Amount
48	6205	$45,519.99
6	Y030	5,690.00
10	Y031	9,483.33
36	X021	34,139.99
	TOTAL	$94,833.31

EXISTING STOCKS OF PR-20C (REV. 5-66) WILL BE USED.

R/W

TOTAL TO DATE JOB COST SUMMARY — JANUARY 1980 — PAGE 773

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	318 2603	[illegible]	CO P 1			
		TOT	P1	9.51	713.07	37,871.47
		** JOB TOTALS **		9.51 **	713.07 **	37,871.47 **
MISSION-BELLEVUE ST (SALEM) CONT NO		* FA PROJ NOS M		158002 100		STATE
	[illegible] 2512	[illegible]	CO N 9	JR. ST.		420,744.30
	[illegible] 2512	[illegible]	CO N 9	" FED		380,344.30
	[illegible] 2512	[illegible]	CO N 9	" R.R.		40,[illegible].00
	[illegible] 2512	[illegible]	CO P 1	LAND PURH.		3[illegible]
	[illegible] 2512	401	CO N 1	" "		25,[illegible]
	[illegible] 2512	403	CO P 1	BLDG & EQUIP		2,[illegible]
	[illegible] 2512	[illegible]	CO N 1	"		[illegible]
	[illegible] 2512	404	CO P 1	IMP.- SHRUBS, ETC.		[illegible]
	[illegible] 2512	405	CO P 1	SEVERANCE		73,[illegible]
	[illegible] 2512	405	CO N 1	"		16,[illegible]
	[illegible] 2512	406	CO P 1	MOVING		1,[illegible]
	[illegible] 2512	407	CO P 1	APPR		10,[illegible]
	[illegible] 2512	[illegible]	CO N 1	"		[illegible]
	[illegible] 2512	412	CO P 1	TITLE & RECORDING		[illegible]
	[illegible] 2512	413	CO P 1	TAXES		1,[illegible]
	[illegible] 2512	414	CO P 1	NEG.		1,[illegible]
	[illegible] 2512	415	CO P 1	LEG.		1[illegible]
	[illegible] 2512	415	CO N 1	"		8,[illegible]
	[illegible] 2512	[illegible]	CO P 1	"		[illegible]
	[illegible] 2512	930	CO P 1	PROJ. MGMT		48[illegible]
	[illegible] 2512	930	CO P 1	ENGR.		1,2[illegible]
	[illegible] 2512	930	CO N 1	"	3.96	[illegible]
	324 2512	[illegible]	CO P 1	TR.		[illegible]
		TOT	P1			[illegible]
		TOT	N1	3.96		[illegible]
		** JOB TOTALS **	**	3.96 **	495,011.00	**
CATCH STA LINCOLN (WOODBURN) CONT NO		FA PROJ NOS M		281001 100		STATE
	[illegible] 2515	295	CO N 9			303.61
	[illegible] 2515	[illegible]	CO N 9			2,[illegible]
	[illegible] 2515	293	CO N 9			2,[illegible]
	[illegible] 2515	401	CO P 1			[illegible]
	[illegible] 2515	[illegible]	CO P 1			[illegible]
	[illegible] 2515	407	CO P 1		.39	[illegible]
	[illegible] 2515	407	CO N 1		.39CR	4.71
	[illegible] 2515	412	CO P 1			3[illegible]
	[illegible] 2515	414	CO P 1			25.34
	324 2515	930	CO N 1		9.51	9.51
		TOT	P1		[illegible]	2,7[illegible]
		TOT	N1		9.12	14.[illegible]
		** JOB TOTALS **	**	9.51 **	2,793.29	**

TOTAL TO DATE JOB COST SUMMARY — CONST — JANUARY 1980 — PAGE 147

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
BELLEVUE ST SE-MISSION ST SE CONT NO 8246 & FA PROJ NOS M 155003 98 M 155003						M 155003 02 STATE		
	324 1097	001	CO P 1	CONT. DAY.	416.66CR	[illegible]	79	79
	324 1097	001	CO P 2	" "		[illegible]	77	77
	324 1097	001	CO P 8	" "		[illegible]	79	79
	324 1097	001	CO N 1	" "	416.66	[illegible]	79	79
	324 1097	224	CO N 1	ST. FURN. (LABOR COMPLIANCE) PAYMENT	.03	[illegible]	79	79
	324 1097	224	CO N 8	RET.		.03	79	79
	324 1097	224	CO N 9	"	.03	[illegible]	79	79
	324 1097	225	CO N 1	"	.05CR	.05CR	79	79
	324 1097	225	CO N 8	"	333.33	[illegible]	78	79
	324 1097	225	CO N 9	"	6.66	[illegible]	79	79
	324 1097	225	03 N 1	"	10.78	[illegible]	79	79
	324 1097	240	05 P 1	SFO#5		250.00	73	78
	324 1097	240	05 P 1	SFO#6		[illegible]	78	79
	324 1097	239	02 P 1	SFO# 2		[illegible]	79	79
	324 1097	238	03 P 1	SFO#3	350.81CR	[illegible]	79	79
	324 1097	226	CO N 9	TR. ST.	[illegible]	[illegible]	79	79
	324 1097	233	CO N 9	" FED	5,670.67CR	[illegible]	79	79
	324 1097	239	CO N 9	" 2 2		[illegible]	79	79
	324 1097	001	CO P 1	ENGR.	5,839.49CR	[illegible]	77	77
	324 1097	001	CO P 2	"		[illegible]	79	79
	324 1097	001	CO P 8	"		[illegible]	79	79
	324 1097	001	CO N 1	"	5,823.13	[illegible]	79	79
	324 1097	900	CO N 8	"	.04	14.[illegible]	79	79
	324 1097	915	CO P 1	AUDIT		172.[illegible]	78	79
	324 1097	915	CO P 8	"		[illegible]	79	79
	324 1097	915	05 P 1	"		[illegible]	79	79
	324 1097	915	05 P 8	"		[illegible]	79	79
	324 1097	915	05 P 1	"		[illegible]	79	79
	324 1097	915	05 P 8	"		155.51	79	79
	324 1097	900	CO P 1	TR.		[illegible]	79	79
	324 1097	900	CO P 8	"		51.[illegible]	79	79
	324 1097	915	CO P 1	EED MONITORING		[illegible]	76	76
	324 1097	915	CO P 8	"		[illegible]		
		TOT	P1		6,606.96CR	[illegible]		
		TOT	P2			[illegible]		
		TOT	P8			[illegible]		
		TOT	N1		6,633.73	[illegible]		
		TOT	N8		6.84	14.[illegible]		
		TOT	N9	.03	.05CR	.05CR		
		** JOB TOTALS **		.05CR **	33.73 **	[illegible] **		
HEPPNER PAVMNT MRKG PROJ	CONT NO	FA PROJ NOS PMS 000071 100				STATE		
	325 1061	270	01 P 1		[illegible]	851.18	78	79
	325 1061	235	CO N 9		[illegible]CR	851.18CR	78	79
	325 1061	238	CO N 9		[illegible]	851.18	78	79
		TOT	P1		368.35	851.18		
		** JOB TOTALS **		**	368.35 **	851.18 **		

								31.19	31.19
	324	1942	901	00 P 1				15.36	15.36
	324	1942	906	00 P 1				21.00	21.00
			TOT	P1				36.36	36.36
			** JOB TOTALS **				**	36.36 **	36.36 **
MISSION-BELLEVUE ST (SALEM)	CONT NO		FA PROJ NOS M		155001 100				
	324	1943	295	00 N 9	TR. CITY				00 STATE
	324	1943	296	00 N 9	" ST				2,500.00
	324	1943	298	00 N 9	" FED				67,406.85CR
	324	1943	901	00 P 1	RES. ENG@				64,906.85
	324	1943	901	00 N 1	" "				11,532.33
	324	1943	904	00 P 1	CONSULT.				.28
	324	1943	905	00 P 1	FIN. DES				10,656.12
	324	1943	905	00 N 1	" "				8,880.74
	324	1943	906	00 P 1	BR DES.				14.98
	324	1943	906	00 N 1	" "				18,694.26
	324	1943	907	00 P 1	PRE. DES				185.06
	324	1943	907	00 N 1	" "				243.61
	324	1943	909	00 P 1	R/W DES.				.03CR
	324	1943	909	00 N 1	" "				2,862.33
	324	1943	910	00 P 1	SOILS & GEO.				32.93
	324	1943	911	00 P 1	SIGNING				1,057.25
	324	1943	911	00 N 1	"				2,150.73
	324	1943	912	00 P 1	LANDS.				.50CR
	324	1943	914	00 P 1	UT. LIAS				3,433.48
	324	1943	915	00 P 1	AUDIT				171.05
	324	1943	918	00 P 1	REL & HYD				3.93
	324	1943	918	00 N 1	"				603.84
	324	1943	920	00 P 1	PROJ MGMT				.07CR
	324	1943	921	00 P 1	SPEC.				133.79
	324	1943	922	00 P 1	ADM. SER.				2,053.20
	324	1943	923	00 P 1	ENV.				189.52
	324	1943	923	00 N 1	"				10,156.01
	324	1943	950	00 P 1	TR.				12.60CR
	324	1943	980	00 P 1	PUB. HEAR.				219.12
	324	1943	980	00 N 1	"				2,607.70
			TOT	P1					74.65CR
			TOT	N1					75,649.01
			** JOB TOTALS **				**	**	145.40
									75,794.41 **

TOTAL TO DATE JOB COST SUMMARY

JUNE 1979 PAGE 741

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
SPTC XING @ 14TH SE-SALEM	CONT NO		FA PROJ NOS RRS 587001 100				STATE
	324	1947	901	00 P 1	17CR	18.37	18.37
	324	1947	905	00 P 1	21.00	TOO.06	TOO.06
			TOT	P1	20.83	118.43	118.43
			** JOB TOTALS **		20.83 **	118.43 **	118.43 **

State

FORM APPROVED
OMB NO. 04-R2274

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

RCS HNG-30-02

cc: State (H. S. Coulter, Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

nig

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3-23-79	Bill Kappus, Area Engr		M-1555(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-16-76	2-6-79	397 / 375 = 106 %	375 CWD
APPROVED EXTENSIONS	**LOCATION**		
25 CWD	Bellevue St. SE., Mission St. SE. (Salem) Section on FAU 1555 (12th & 13th Streets)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELLEVUE ST. SE. - MISSION ST. SE. (SALEM)
FAU 1555 (12th & 13th Sts)
Grading, Paving, Structure, Signal, and Illumination

This project provided for an improved connection from 12th Street to 13th Street between Mission and Bellevue Streets. Work included constructing three 12-foot lanes with sidewalks and a 115-foot structure over Shelton Ditch. The work also provided for signing, signals, and landscaping.

The final project cost was $734,409.80 - which was 2.7% greater than the original estimate of $715,214.98. This additional cost was due to increased costs for engineering and contingencies.

The final inspection of the completed work was made November 22, 1976, with a final inspection of the established landscaping made March 3, 1978.

All appropriate documents have been received, and the project is considered acceptable.

RECEIVED STATE HWY ENGR
APR · 2'79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By W. H. KAPPUS Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/28/79	TITLE Field Operations Engineer	DATE 3/28/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FORM FHWA-1446
(Rev. 3-77)

8246-24 State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

1 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE *	COUNTY	FEDERAL PROJECT NO. *	URBAN (X) * RURAL ( )
Oregon	Marion	FAU-M-1555(3)	

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*
	CONSTRUCTION TYPE CODES		6205	X021
20	FINAL CONSTRUCTION COST*	DOL.	400,353	235,128
21	LENGTH OF PROJECT	MILES	.282	.022

DATE STARTED * 7-9-75

DATE COMPLETED * 11-16-76

TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

	LABOR * *(Roadway and Bridges Combined)*	TOTAL MAN HOURS	GROSS EARNINGS
30		9224	96,814

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	166,998	91,912
9	PETROLEUM PRODUCTS *	GAL.	2345	1155
1	CEMENT	BBL.	----	
2	AGGREGATES PURCHASED	TON.		
92		CU. YD.		
3	BITUMINOUS MATERIAL	GAL.	625	
4	LUMBER	THSD. BD. FT.		32
5	TIMBER PILING	LIN. FT.	----	
7	REINFORCING STEEL	LB.		235,000
8	STRUCTURAL STEEL	LB.		3,000
10	EXPLOSIVES	LB.		
11	READY-MIXED CONCRETE	CU. YD.		1,300
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	5,115	
15	AGGREGATES PRODUCED	TON	---	
95		CU. YD.		
16	MISCELLANEOUS STEEL	LB.		8,000
17	FENCING	LIN. FT.	----	
18	GUARDRAIL	LIN. FT.	----	
19	BRIDGE RAIL	LIN. FT.		225
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	38,727	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	41,550	

CULVERT ITEMS

ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
6	CORR. STEEL CULVERT	
	10	230
13	CONCRETE PIPE	
	10	741
	12	233
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
	8	152
26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

* MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8246

9

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8246

Salem, Oregon

March 13, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: Bellevue St. S.E.-Mission St. S.E.
(Salem)
FAP No. M-1555(3)
Contract No. 8246
Recomputed Price Adjustment for
Non-Spec. A.C. Mixture

NOTED
H.S.COULTER

The price adjustment for non-spec. Class "B" or "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #13	Recomputed Amount
#15 - Class "B" or "C" A.C. Mixture	$752.53	$1,169.08

The difference in amount is $416.55. The amount to be credited to the project on a nonparticipating basis is $208.28.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Ted Litchfield
Loren Weber
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAR 14'79
REF - TO
FOR

8246

8

February 7, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8246 awarded to Ross Bros. Construction, Inc. for work on the Bellevue Street S.E.-Mission Street S.E. (Salem) Section on FAU 1555 in Marion County was completed on November 16, 1976, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $2,529.14 will be released to the contractor after February 12, 1979. The total contract amount is $626,591.04 including $30,014.56 for work performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

Department of Transportation
STATE HIGHWAY DIVISION

January 26, 1979

Mr. Peter Higgins
Assistant Attorney General
Dept. of Justice, Portland Div.
500 Pacific Building
Portland, OR 97204

Dear Mr. Higgins:

Aloha Cahoy, Ltd.
State Highway Contract 8246

The enclosed Highway Division check for $500.00 to the Oregon Bureau of Labor is in full settlement of wage claims against Aloha Cahoy, Ltd. (subcontractor to Ross Bros. Construction) on State Highway Contract No. 8246.

As soon as the necessary paperwork has been processed, the remainder of the retainage on the contract will be paid directly to Ross Bros. Construction.

Very truly yours,

C. T. Keasey
Construction Engineer

By Gareld Inloes

Gareld Inloes
EEO & Labor Compliance
Coordinator

MS:GI:mk

Attach.
cc: Robert J. Saafeld
P. O. Box 470
Salem, OR 97308

bc: Contract Payments
Hwy. Accounting - Jim Kinns
C. W. Head
Jack Sollis
Loren Weber

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le

m 81-734 3123

HARLAND, RITTER, SAALFELD & GRIGGS
Lawyers

ROY HARLAND
DANIEL A. RITTER
ROBERT J. SAALFELD
JAMES C. GRIGGS

SUITE 200 PACIFIC BUILDING
100 HIGH STREET, S. E.
P. O. BOX 470
SALEM, OREGON 97308

AREA CODE 503
TELEPHONE: 399-1070

January 15, 1979

Routing

Keesey
Bond
Jackmond
Hopkins
Johnson
Inlees

RECEIVED
JAN 16 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

Warren Richards
Construction Office Coordinator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Aloha Cahoy, Ltd. (Subcontractor to Ross Brothers)
Contract Number 8246

Dear Mr. Richards:

I am enclosing herein a copy of a letter dated January 9, 1979 from Peter Higgins which, along with this letter, constitutes authorization for you to disburse the sum of $500.00 directly to the Department of Labor and the balance of the retainage directly to Ross Brothers. I would appreciate it if you would notify me of your disbursement to Ross Brothers and the amount of such disbursement.

Should you have any questions, please let me know.

Sincerely,

ROBERT J. SAALFELD

RJS:im

Enclosure

cc: Ray Ross
Peter Higgins

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
500 Pacific Building
520 S.W. Yamhill
Portland, Oregon 97204
Telephone: (503) 229-5725

January 9, 1979

Mr. Robert J. Saalfeld
Harland, Ritter, Saalfeld & Griggs
Attorneys at Law
P. O. Box 470
Salem, Oregon 97308

Re: State v. Aloha Cahoy, Ltd.

Dear Mr. Saalfeld:

Your letter of December 23, 1978 has been submitted to the Bureau of Labor, and your client's offer of $500.00 is accepted.

I note that your letter says "willing to allow the sum of $500.00 to be paid. . .", and I interpret that phrasing of the offer as an intention on your client's part to have the Highway Division disburse the $500.00 directly to the Oregon Bureau of Labor, and the balance of the retainage, which they hold against these wage claims, to Ross Brothers. If this was your intention, I believe you need merely so direct the Highway Division, sending them a Xerox copy of this letter from me, and that should constitute adequate instructions on disbursement for their purposes.

If, however, the Highway Division requires their own forms of release or something, in order to disburse the retainage, and you want the entire retainage paid directly to Ross Brothers, send us the forms and a check from your trust account.

Sincerely,

Peter B. Higgins
Assistant Attorney General

PBH/cr

8246

46

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT (TE)

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SPORTATION
ISTRATION
', Suite 100
em OR 97301

SUBJECT: Oregon Project M-1555(2)
Bellevue-Mission St. Section
File 48152 (L-7196, Southern Pacific Trans. Co.)

DATE: November 8, 1978

18, 1978

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

My letter of September 29, 1978 indicated that the State could code for participating our prorata share of the State's review appraisal of $280,000. The State's legal settlement was $350,000. We have completed our review and will now participate in our prorata share of the balance of the settlement of $70,000.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (Acctg Sec)

RECEIVED
TECHNICAL SERVICES
NOV 13 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Stm | Agt | File

8246

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project M-1555(2)
Bellevue-Mission Street
File 48153 (L-7197), Settecase

DATE: October 18, 1978

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

NOTED
E S HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Salem, Oregon

Right of Way Manager Boyd's letter of September 21, 1978 provided additional information concerning the State's legal settlement of $95,000 based upon a review appraisal of $82,550. We have reviewed this case and Federal funds will participate in our pro rata share based upon the appraisal of $53,385. The balance of the settlement of $41,650 must be coded non-participating.

The legal settlement is approximately 16% over the State's high appraisal and is primarily based upon interest costs and the cost of trying the case. The State's documentation as to interest was not entirely correct and this matter was recognized in Mr. Boyd's letter of September 21. The State's review appraisal relies on a sale which had good access to city streets, whereas access to the northeast parcel of the Settecase property must rely on a 20-ft. easement running 500 ft. to S. E. 12th and is further complicated by a court decree. The limiting factor in the court decree states in part ". . . provided such use does not constitute an unreasonable burden on the servient estate (Southern Pacific, File 48152). . .". Two of the State's appraisals recognized a lower value for the northeast parcel. These appraisals were in the amounts of $52,000 and $53,385. An earlier State review in February 1975 rejected the high appraisal of Mr. Lau. The documentation in the State's files does not support full Federal participation in the State's legal settlement of $95,000.

G. L. Green

RECEIVED
TECHNICAL SERVICES
OCT 1 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Eng | Pat | C

cc:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (Acctg Sec)

8241

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project M-1555(2)
Bellevue - Mission Street, Salem
File 48152 (L-7196)
(Mr. Boyd's ltr, 9-25-78)

DATE: September 29, 1978

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Office of Technical Services, ODOT

Mr. Boyd presented additional information concerning a legal settlement of $350,000.00, which substantially exceeded the State's review appraisal of $280,000.00.

The State may code for participating our pro rata share of the review appraisal of $280,000. We are reviewing the documentation concerning the balance of $70,000 and will advise you later concerning further participation.

G. L. Green

cc;
ODOT (J Boyd, R/W Engr)
ODOT (F Lowe, Condmn Engr, R/W Sec)
ODOT (Acctg Sec - Hwy)
Mathias - 2

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 30 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

September 25, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

RECEIVED
TECHNICAL SERVICES
SEP 25 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: File 48152 (L-7196)
Southern Pacific Transportation Company
Bellevue-Mission Street
Salem City Street
Marion County
Project N-1555(2)

By letter dated February 8, 1978 (HRW-OR), you questioned certain aspects of the State's legal settlement at $350,000 over a review appraisal of $280,000.

While not specifically cited, it was inferred that the State's appraisal documentation might not have considered the final court decree concerning an access easement across the subject taking area.

The following is submitted as the State's position at the time a legal settlement was reached in September, 1977, regarding the items questioned.

It is fact that State's attorney Holland sincerely believed a jury would find values higher than those shown by the State's appraisals and appraisal review. His "Justification of Settlement" (copy attached) clearly identifies what he considered to be appraisal weaknesses in the State's case. It is not fact that the owner's appraisals were available to the State's attorney for analysis, nor were they submitted for review. The assumption regarding higher land values and damage claims stemmed from recognition of the owner's much higher demand ($471,675); and analysis of probable testimony made in pre-trial conferences with the State's appraisal witnesses.

The access easement across subject property was known to our appraisers prior to the court decree. However, to clarify the issue, on April 7, 1978, Jack Sollis directed a letter to appraisers Rodman, Lau and Kolberg asking that they consider the court decree as it might affect their appraisals (copy attached).

To date, Mr. Rodman has not responded to the inquiry. Mr. Kolberg's April 24, 1978 reply (copy attached) indicates no change, as does Mr. Lau's April 26, 1978 reply (copy attached). Because the State's review accepted Mr. Kolberg's appraisal as being the most representative of market value, further communication with Rodman would serve no material purpose.

In my approval of Mr. Holland's settlement of this file, many things were considered over and above the reasons given in his "Justification of Settlement". It is not known why these reasons were not documented at the time. However, they are listed below and represent the consensus reached in discussions with the State's attorneys regarding issues of concern.

While not necessarily pertinent to value, the reversionary clause in the railroad's title to the land could pose a potential loss to the railraod of all land west of the proposed easterly right of way line. Further, it was known that Willamette University, to which the reversion would apply, would be an active party defendant in trial.

While the railroad had agreed that there would be no damages claimed of an operational nature, the fact remains that the new right of way encroaches within 35' of depot improvements, thus reducing effective parking and interior roadways, along with similar proximity damage claims not necessarily of a railroad operating property nature.

The range of probable testimony as to fair market value would be from $221,400, the State's low appraisal, to no less than $471,675, the defendants' demand.

The complexities of the case, considering the reversionary interest of Willamette University, the contributory value of Shelton Ditch both before and after, the wide range of comparable sales data, and the resultant anticipated wide range of expert testimony were estimated to necessitate no less than five days trial time. Minimum trial costs to the state for the state's witnesses, attorneys fees, jury payments and miscellaneous court costs would thus exceed $10,000.

While the date of valuation was May, 1975, the trial was ultimately scheduled for mid-1977, two years later. The delay was caused by the court's resolution of the Settecase vs. Southern Pacific action, filed against the defendants in subject case, toward the determination of rights and duties of parties relative to an alleged access easement across the subject taking. Interim developments in the area would illustrate the active demand for property and would tend to support the higher land values claimed by confirming land use trends.

We sincerely believe that the foregoing, together with the State's attorney's prior "Justification of Settlement" constitute valid reasons for the settlement in question; and that these reasons are neither "1. A mere desire to avoid litigation", nor "2. A mere desire to compromise differences between the State's appraisals and the landowner's appraisals." We therefore request that you reconsider your position,and trust that the pro-rata share of the State's settlement at $350,000 will be fully eligible for Federal participation.

JBB:ob
Attachments
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe
Jack Sollis

12-6

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 48153 (L-7197) Settecase
Bellevue-Mission Street
Salem City Street
Marion County
Project M-1555(2)

By letter dated September 30, 1977 (HRW-OR), you questioned several items as they pertained to the State's legal settlement at $95,000; and to the State's review appraisal of $82,550.

Significant delay was encountered in resolving certain aspects of legal access to the subject property. The State's complaint against Settecase was filed in May, 1975. In July, 1975, Settecase filed an action against Southern Pacific (File 48152) seeking a determination of rights and duties of parties relative to an alleged access easement. The final decree was not signed until February 8, 1977. Subject file was thereupon scheduled for trial on March 23, 1977 leaving little time for the State to prepare its case. After considerable discussion of the facts, it was determined that the State's appraisal documentation was adequate. While the trial was later postponed, this determination held.

The following is submitted as the State's position at the time a legal settlement was reached in May, 1977, regarding the items questioned.

Item 1.

While the attorney's justification of settlement may have been "not entirely correct" as it related to the payment of interest on the "entire amount", the fact remains that in the event of trial, interest would be due and payable on a balance of $51,500 (the difference between our deposit into court of $31,050 and our then current determination of just compensation of $82,550). At 6% simple interest for an approximate period of two years, interest

would compute to $6,180, bringing the total due and payable to $88,730 if the jury found just compensation equal to the State's final offer before trial. The $6,270 paid over this figure is equivalent to slightly less than an 8% increase and is considered insubstantial in view of the complexities of the case.

It should be noted that although this interest payment attaches only if the State proceeds to trial, interest is a payment separate from "the cost of trying the case." Paragraph III.A.6. of Attachment 1 of FHPM 7-2-4 accepts as a factor "which counsel should consider" ---. "Interest --- to which an owner may be entitled under State law."

In my approval of this settlement, I considered all of the foregoing, the relatively insubstantial increase over review, along with the probability of the State's incurring the additional costs of trying the case. It is my sincere opinion that this conforms with the provisions and intent of Par. III.B. of Attachment 1 of FHPM 7-2-4.

Item 2.

On Feb. 9, 1977, our Appraisal Unit advised the Regional Supervisor of the court decree. On Feb. 10, 1977, the Regional Supervisor advised that the appraisals as previously submitted were adequate to cover both access and non-access assumptions. This response was conveyed to the State's trial attorney, Bob Holland, and all parties agreed.

In response to your comments, however, on April 7, 1978, Jack Sollis directed a letter to appraisers Rodman and Lau asking that they consider the court decree, along with its limiting conditions, as it might affect their appraisals (copy attached).

To date, Mr. Rodman has not responded to the inquiry. Mr. Lau's April 26, 1978 reply (copy attached) clearly indicates that the limiting language would have no bearing upon value as the access allowed would be compatible with his assumption as to highest and best use. Because Mr. Lau's appraisal is considered to be the more representative of market value, further communication with Rodman would serve no material purpose. Mr. Friess was not asked to reconsider because he has retired.

Item 3.

By letter dated September 20, 1978 (copy attached), the reviewing appraiser set forth his reasoning at the time of his February 17, 1977 review. While revised appraisals were not submitted, Mr. Schmidt's analysis is considered to be reasonable and justifiable.

We trust the foregoing will answer the questions posed in your letter of September 30, 1977 and that the pro-rata share of the State's settlement at $95,000 will be fully eligible for Federal participation.

JBB:ob
Attachments
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe
Jack Sollis

8246

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1978

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Re: Aloha Cahoy, Ltd.
Bellevue St. - Mission St.
Contract No. 8246

Gentlemen:

Reference is made to the wage claims of employees of Aloha Cahoy, Ltd. These people have not been paid the wage rate specified by the provisions of the contract. We remind you that even though a prime contractor assigns work to a subcontractor, according to the Standard Specifications for Highway Construction, Section 108, the prime retains the responsibility to see that these provisions are met.

We suggest that you contact Peter Higgins of the Department of Justice as to the amount of the claims and how payment should be made. Mr. Higgins' address is 520 S.W. Yamhill, Portland 97204, and his phone number is 229-5725.

We will hold $2,168.04 in retainage on this contract, which we feel is double the maximum amount of possible underpayment alleged in the labor claim.

Very truly yours,

C. T. Keasey
Construction Engineer

By Gareld Inloes

Gareld Inloes
EEO & Labor Compliance
Coordinator

MS:mk

cc: Peter Higgins, Dept. of Justice
Safeco Insurance Company of America
520 S.W. Yamhill
Portland, OR 97201
bc: C. W. Head
Jack Sollis
Contract Payments

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8246

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 17, 1978

Peter B. Higgins
Asst. Attorney General
Department of Justice
520 S.W. Yamhill
Portland, OR 97204

Re: Aloha Cahoy, Ltd.
Bellevue St.-Mission St.
Contract 8246

Dear Mr. Higgins:

Attached is a copy of a January 27, 1978 letter from Loren Weber, the Highway Division's resident engineer for the subject project. I believe the letter is self explanatory except for the column headed "Salem". This indicates the hours listed on the employee's time card for work performed in Salem. We assume that all time listed for Salem applies to the subject project.

Also attached is a copy of C. W. Head's acknowledgement of the Bureau of Labor's claim against the project bond. We have not received any response from the surety regarding the wage claim.

We are presently retaining $15,000 to cover your wage claim but that appears to be far more than sufficient to cover any underpayment of wages for work performed on this project. The total hours for work performed in Salem according to the copies of employee time cards furnished by you is 133.5 hrs. If all the Salem work was performed on the subject project limits and if all the employees were entitled to the minimum prevailing wage rate for Group 1 Laborers ($6.55 + $1.57 fringe benefits = $8.12/hr.) then the total claim against the project would be $1,084.02. By copy of this letter I am requesting our Contract Payments Unit reduce the retainage to twice that amount ($2,168.04).

NOTED
C. W. HEAD

As noted in Mr. Weber's letter, the payrolls we received indicated Mr. Quintevas was salaried and Mr. Swanson was salaried a portion of the time he was on the project. It would appear that they were supervisory personnel not subject to the prevailing wage rate.

Please advise us when your claim is satisfied.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Construction Office Coordinator

WR:mk

cc: C. W. Head
Jack Sollis
Contract Payments

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 27, 1978

FILE: 324-1097

FROM: Loren Weber
Resident Engineer

TO: Warren Richards
Const. Office Coordinator

SUBJECT: Wage Claims
Aloha-Cahoy
Bellevue St.-Mission St.
Contract 8246

I have reviewed the information you sent me and the copies of the contractors payrolls we have for the period and people covered. A listing of the people concerned is shown below with a comparison of our records and what the enclosed slips show.

Name	Payroll Period	Our Payrolls Rate	Our Payrolls Hours	Their Slips Total	Their Slips Salem
Robert C. Hammond	1/20-27	No Record		59	4.5
	1/29-31	"		14.5	--
	2/2-14	"		31	--
	2/16-23	6.55	1	47	8
	Totals			151.5	12.5
Pamela S. Donnelly	No Records			No Records	
Mike A Mogen	5/2-14	No records		45.5	0
	5/15-23	"		39.5	0
	4/6-20	"		33.5	--
	4/20-27	"		30.5	--
	3/13	"		8	--
	3/3-12	"		12	--
	3/15-19	"		8.5	--
	6/19-30	"		54.5	--
	7/1-9	"		37.5	--
	7/10-15	"		36	--
	6/1-12	"		54.5	--
	6/13-15	"		19.5	--
	5/24-30	"		23	--
	Totals			402.5	0

Routing

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
JAN 30 1978
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

Name	Payroll Period	Our Payrolls Rate	Hours	Their Slips Total	Salem
J. Quintevas	6/10-18	No Record		72	--
	6/23-30	"		59	--
	7/1-10	"		69.5	--
	7/11-15	"		41	--
	7/16-22	Salary		38.5	9.5
	7/23-31	No Record		51	--
	8/1-6	"		61	--
	8/16-22	"		52	--
	8/23-31	"		75.5	--
	9/1-10	Salary		38.5	20.5
	9/11-15	Salary		14	--
	9/16-23	Salary		36.5	8.5
	9/24-30	No Record		36	9
	10/2-9	Salary		34.5	--
	10/11-13	No Record		4	--
	Total			683	47.5
Michael Swanson	2/27/76	6.55	18.5	--	--
	3/5/76	6.55	16	--	
	7/1-9	6.50	31.5	64.5	14.5
	7/11-15	6.50	6	55	5
	7/16-25	Salary		67	--
	7/26-30	Salary		56.5	--
	8/1-8	No Record		69	16
	8/9-15	No Record		61	--
	8/16-20	"		55	--
	8/23-31	"		75.5	6
	9/1-8	Salary		47.5	32
	Total			551	73.5

As indicated, we have no record of Pamela Donnelly having worked on this project. Robert Hammond was shown for 1 hour 1 day on a payroll. Mike Mogen was not shown on any payrolls we have. Jonathan Quintivas was shown on a batch of payroll forms which we received on the 23rd of November, 1976, but which showed no hours or wage rates. Michael Swanson was shown on some of our payrolls at an hourly rate. He was also included in those received in November as being on a salary, with no hours or other information shown.

This appears to be about all we have. I hope it helps, if not, let me know and we will attempt to fill the voids.

cc: Robert Royer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

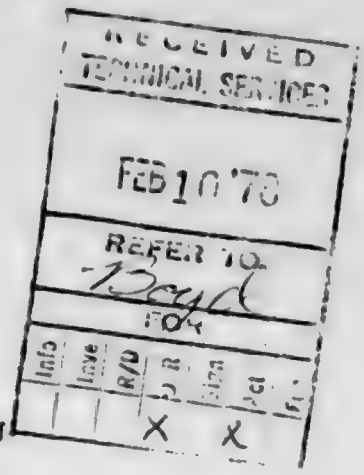
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 8, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project M-1555(2)
Bellevue St. SE-Mission St. SE
File 48152 L-7196
Southern Pacific Transportation Co.

FROM : G. L. Green, Division Administrator



TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We have reviewed the legal settlement of $350,000 involving acquisition of 85,750 sq. ft. from the Southern Pacific Transportation Co. property. The settlement substantially exceeds the State's review appraisal of $280,000. The State obtained three fee appraisals with values ranging from $221,390 to $280,000. The review appraiser selected the high appraisal. Date of valuation of the high appraisal is approximately the same date as the date of filing the complaint which is May 14, 1975.

The attorney's justification for the settlement appears to be that a jury might interpret that sales in the area would indicate a higher square foot rate of value for the property than that assigned by the State's appraisers and that the jury might find greater damages to the remainder. The justification indicates that the owner's appraisals may have been available to the State's attorney for analysis. Such appraisals were not reviewed by the State's review appraiser. Neither the justification for settlement nor the State's high appraisal considered that the subject property is encumbered by a 500 ft. easement 20 ft. wide which serves the adjoining Settecase property.

Considering the size of the settlement over the State's appraisal, the justification presented by the State's attorney is not considered adequate as a basis for Federal participation. Additional information is needed before we can determine the extent of Federal participation. Please place $350,000 in a non-participating status pending resolution of this matter. The basis for withholding participation can be found in FHPM 7-2-4, Attachment 1, Para. III C 1 and 2.

for G. L. Green

cc:
J. B. Boyd & F. Lowe (R/W, ODOT)
Jim Kinns, Accounting (ODOT)

OF THE DEPARTMENT OF TRANS

SEP 14 1976

Office of
Assistant State Highway Engineer

S.2416

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 14, 1976

RECEIVED
STATE HWY ENGR
SEP 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: File 48152 (L-7196)
Southern Pacific Transportation Co.
Bellevue-Mission Street Section
City of Salem
Project M-1555(2)

Your letter of July 14, 1976 (1041 RW) requested the State's Legal Counsel's written position, along with the support he deems necessary, for holding that appraisals of the subject property set aside consideration of the comprehensive plan on the before situation.

Attached is a copy of Mr. R. A. Holland's reply dated September 10, 1976 supporting that position. Note that Mr. Holland relies upon the comprehensive plan itself for documentation. In their deliberations for the comprehensive plan as it relates to the subject property, the City of Salem and the Salem Planning Commission gave consideration only to the land as it would exist upon completion of the highway project. "In the absolute absence of a comprehensive plan (pertinent directly to the before situation) no (comprehensive) plan can be considered." It follows that the appraisers must therefore look to the existing zoning in their valuation of the property as it existed prior to the highway project.

Please advise if further explanation is needed.

MMM/bdr
Attach.
cc: F. B. Klaboe
H. Scott Coulter
R. L. Schroeder
L. W. Rulien
V. E. Skoog
J. Sollis
M. M. Mead
R. A. Holland

NOTED
R. L. SCHROEDER

RECEIVED
SEP 14 1976
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project M-1555(2)
Bellevue - Mission St. Section
Southern Pacific Transportation Co.
File 48152, L-7196

DATE: July 14, 1976

In reply refer to: 10[illegible]

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

Right of Way Engineer Boyd's letter of July 6, 1976, provided some information relative to our letter of December 8, 1975.

It is indicated that the railroad's counsel has assured State Trial Attorney R. A. Holland that the railroad does not intend to seek operational damages. While this is a matter for legal determination, if the case proceeds to condemnation, consideration should be given to securing a stipulation of this position.

My letter of December 8, 1975, raised the question as to whether or not the existing zoning should be utilized in valuing the property or consideration should be given to the comprehensive land plan. Mr. Boyd's letter of July 6, 1976, states:

> "Mr. Holland states that the comprehensive plan must, in this instance, be set aside in our considerations. The city's comprehensive plan, as drafted, reflects the after situation (the way the property will exist upon completion of the project). Holland therefore advises that it would be speculation for our appraisers to assume that existing zoning, compatible as it was with the prior use, would not have been upheld in the absence of the highway project. This reasoning also recognizes the extreme controversy which the comprehensive plan has created in the overall Salem area."

As a basis for Federal participation we request in writing the State's Legal Counsel's position along with support as he deems necessary. There seems to be two major questions involved. The first being whether or not appraisers in valuing property for highway projects should give consideration to the comprehensive

RECEIVED
JUL 20 1976
Office of
Assistant State Highway Engineer

land plan. It would seem reasonable that appraisers consider the plan in view of the State Supreme Court's decisions concerning Fasano & Baker. The second question concerns the reasons why the comprehensive land plan should not be considered in this particular case. What written evidence exists that the comprehensive land plan is based only upon the after situation and that it does not apply to the before situation? If the appraisers considered the comprehensive land plan it might result in a lower valuation of the property and, therefore, not be favorable to the railroad. It would seem that the reverse situation may happen in some instances, i.e., the comprehensive land plan may be favorable to the property owner. Under such circumstances would the comprehensive land plan be disregarded?

H. W. Green

G. L. Green

S2416

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 6, 1976

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: Southern Pacific Transportation Co.
File 48152-L7196
Bellevue St.-Mission St. Sec.
City of Salem
Marion County
Project M-1555 (2) [formerly M-3074 (2)]

NOTED
F. B. KLABOE

Comments requested by your letter of December 8, 1975 have been delayed for numerous reasons. Primarily, final value determination will depend upon the outcome of the trial held February 25, 1976 (L-7222, Settecase vs. Southern Pacific). As of July 2, 1976, the judge had not made his ruling.

R. A. Holland, the State's trial attorney, advises that railroad counsel assures him that they do not intend to seek operational damages. Such damages appear to be remote and speculative. All of the State's appraisers say, however, that they are not qualified to measure such damages if ultimately held to exist. It is believed, nonetheless, that the high cost of a special railroad consultant's study is not justified in view of the railroad's assurance to Mr. Holland.

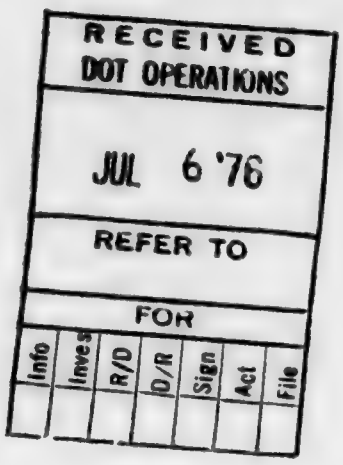
Mr. Holland states that the comprehensive plan must, in this instance, be set aside in our considerations. The city's comprehensive plan, as drafted, reflects the after situation (the way the property will exist upon completion of the project). Holland therefore advises that it would be speculation for our appraisers to assume that existing zoning, compatible as it was with the prior use, would not have been upheld in the absence of the highway project. This reasoning also recognizes the extreme controversy which the comprehensive plan has created in the overall Salem area.

While not questioned in your letter, it should be noted that the reversionary clause which encumbers the property is held by counsel to be immaterial to its valuation. We are acquiring the full fee interest in the land. Any division of the proceeds between the railroad and the university would be a separate issue in which the State would not be a party.

We trust the foregoing explains the State's position in the matters set forth in your letter of December 8, 1975. Your concurrence is hereby requested.

MMM:bp

cc: R. A. Holland
J. L. Sollis
Rod Henry
F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog



8216

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 8, 1975

In reply refer to:

SUBJECT: Oregon Project M-1555(2)
Bellevue - Mission St. Section (formally M-3074(2)
Southern Pacific Transportation, File No. 48152

FROM : G. L. Green, Divison Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The State's appraised valuation of the Southern Pacific property is $280,000 which is based upon a reviewed appraisal of the appraiser Mr. Elmer Kolberg. This case is filed in condemnation and it is our understanding that the railroad is asking $471,625.

Mr. Kolberg's appraisal indicates that it is his assumption that the property being acquired is not related to or necessary for the operation of the Southern Pacific Railroad. His appraisal further indicates that the improvements are generally non-conforming and do not enhance the value of the land. Therefore, he has appraised the subject property as vacant land. While the appraiser may be correct that the improvements do not enhance the value of the land, it is clear that the station is operating property and is utilized by Amtrak. A viewing of the property tends to indicate that there are no damages to the operating facility. However, in the event that this case is tried in court, the railroad presumably might claim damages to their operating property. Therefore, we recommend that the State be prepared to present expert testimony as to the effects of the acquisition on the operating property.

We also note on page 1-A of Mr. Kolberg's report that there is some question as to whether or not the existing zoning should be utilized in valuing the property or consideration should be given to the city's comprehensive plan. It is our understanding that the present zoning, which is the basis of Mr. Kolberg's appraisal, is not in conformance with the comprehensive plan. In view of recent State Supreme Court decisions (Fasano and Baker) the State's legal section should provide the State's appraisers with guidance as to the proper basis of valuing the subject property.

We request your comments concerning the matters set forth in this letter.

Original to Boyd for reply 12-10-75

cc
OSHD (M. MEAD)
OSHD (M. R. Mitchell)
OSHD (J. Sollis)
OSHD (Bob Holland)

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
FOR

G. L. Green

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

8246

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

2

NAME OF JOB: Bellevue St.-Mission St.	SECTION: Bellevue St.-Mission St. (Salem)	WEEK ENDING: January 14, 1978
	HIGHWAY: FAU 1555	SECTION PREFIX: 324-1097
		COUNTY: Marion
CONTRACTOR: Ross Bros.	KIND OF WORK: Grading, Paving, Illum., Structures, Signals	
DATE OF CONTRACT: 7/7/75	CONTRACT NUMBER: 8246	FEDERAL AID PROJECT NUMBER: M-1555(3)
	DATE WORK STARTED: 7/9/75	ESTIMATED COMPLETION DATE: 11/16/76
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 400	CALENDAR DAYS USED 398
PROJECT AUTHORIZATION: $715,214.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $631,214.98	ENGINEERING AUTHORIZATION $84,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $636,500.00	ENGINEERING COST TO DATE $96,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.6 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED: 11/16/76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3				0.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.3				0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2700				5300
TOTAL QUANTITIES CORRECTED TO DATE	2650				5300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2650				5300
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Kessey K — Richards
Bond — Glenn
Jeckmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
JAN 16 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work completed. The City has indicated they will give us a letter of acceptance. This is the last report for the project.

SIGNED Lorna Wilson LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Form FHWA 121 (Rev. 5-73)

8222

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project M-1555(2)
Bellevue-Mission St.
File 48153(L-7197) Settecase & Riebel

DATE: September 30, 1977

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 3 '77
REFER TO
FOR
10-4-77

TO : Mr. E. S. Hunter, Manager
Technical Services Branch
Oregon Department of Transportation

Additional support is required before Federal funds can participate in a legal settlement of $95,000. The settlement was based upon a review appraisal of $82,550. Until the documentation is furnished and found acceptable the settlement should remain in a non-participating status. The following items represent the concerns of this office relative to the settlement:

1. The justification of State's Legal Counsel for settling over the review appraisal is that neither party could recover interest, costs or attorney's fees. It is indicated that the State would have to pay interest on the entire settlement from date of possession on July 10, 1975. State records indicate a deposit in the amount of $31,050 in May 1975. It appears the attorney's statement is not entirely correct.

   Secondly the justification is based on the cost of trying the case which does not suffice as adequate documentation if it is the sole basis for settlement. See Par IIIB of Attachment 1 of FHPM 7-4-2.

2. The Circuit Court ruled that a portion of the property lying northeast of the Sheldon Ditch had an implied 20' roadway easement by necessity over the adjoining S.Pacific property for the purpose of access to 12th St. SE. The court further indicated the easement was for all lawful uses of the subject property and the normal development thereof, provided, such use does not constitute an unreasonable burden on the servient estate. An earlier letter dated February 1, 1977, from Assistant Attorney General Robert A. Holland to Judge Val D. Sloper raised a question as to whether the access was for residential purposes or commercial purposes.

Presumably the terminology ". . . provided, such use does not constitute an unreasonable burden on the servient estate . . . ," was added to the decree.

The State's review appraisal of $82,550 dated February 17, 1977 was based upon earlier appraisals that assumed the parcel in question had a prescriptive access over the S. Pacific property. The actual court decree which allows a 20' easement with some limiting conditions were not furnished the appraisers. As a basis for our participation the appraisers should be provided the easement conditions as set forth in the court decree along with legal instructions as to affect of the limiting terminology and especially if the court decree would permit the easement to be utilized to serve commercial development. Based on this information the appraisers should determine if there would be any change in their valuation as of the date established by State law for valuing the property. The revised appraisals should be revised.

3. The review appraisal selected the high appraisal of $82,518 as representing market value over two lower appraisals of $52,000 and $53,385. While there are a number of reasons for the differences the main item of difference is the valuation of northeast parcel which contains 22,356 square feet of useable ground. The high appraiser values the area at $3 a square foot. The northeast parcel had no direct access to the City street system but as determined by the court had an implied easement by necessity over the Southern Pacific Property. This easement was 20' wide and approximately 500' long and provided access to 12th Street SE.

The review appraisal utilizes a sale of $3.23 in reaching a determination that the high appraisal of $3.00 a square foot represents market value. The sale property has easy access to the city street system and has none of the drawbacks that might be considered by a potential purchaser desiring to develop the property for commercial purposes, namely access via a 500' long, 20' wide easement.

At such time as the revised appraisals requested under Item 2 of this letter are received, the reviewer should relate the sale in question to the subject property and provide his analysis of the effect on value of the 20' wide easement.

As a sidelight it is interesting to note that Settecase acquired the northeast parcel in October 1971 for $12,000 and sold half interest to Riebel in May 1974 for $10,000 or an indicated value of $20,000. Considering useable land

only this would represent about $.87 per square foot. Considering useable land only of an adjoining property that sold in August 1971 for $34,000 indicates a rate about $2.05 a square foot. Thus, in 1971 the sales cited would indicate the subject value to be about 40% of the Hansen to Eishelman sale. It is recognized that all values rose significantly from 1971 to the date of valuation.

E. J. Mathes for
G. L. Green

cc:
OSHD (JBoyd)
OSHD (MMead)
OSHD (FLowe)

8246 STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion
MODIFICATION NUMBER: 4	8-9-77	Project Number: M-1555(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 695,634	$ 742,187
Federal funds	$ 596,853	$ 636,795
Other revisions		

This modification is made for the following reasons:

To include additional approved items and increase construction engineering to approved 15%. No change in present additional funds under PL94-30 in the amount of $74,644.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. O. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

Oregon State Highway Division
Salem, Oregon, August 4, 1977

Federal Aid Project
No. M-1555(3)

BELLEVUE ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
CITY STREET IN MARION COUNTY

Revised Project Agreement Estimate.

Type Code 6205
Roadway (Sta. 10+22 to Sta. 26+27)

Subtotal on previous estimate of June 2, 1977		$407,897.65
Previous estimate of November 24, 1976		
EWO 6 Drainage and Slope Protection	All Required	$ 2,137.00
EWO 7 Install Irrigation System	All Required	16,600.00
		$ 18,737.00
Revised Estimate		
EWO 6 Drainage and Slope Protection	All Required	$ 3,901.38
EWO 7 Install Irrigation System	All Required	23,342.11
EWO 10 Adjust Pedestrian Ramp	All Required	832.31
PA 12 Drain Connections	Lump Sum	250.00
PA 16 Alternate Curb Bedding	Lump Sum	1,450.00
		$ 28,775.80
	Increase	$ 10,038.80
	Subtotal	$417,936.45
	Engineering	61,189.55
	Engineering (Signal Controller Testing)	1,500.00
	Total	$480,626.00

Type Code X021
Structure (Br. #16009)(Sta. 20+93 to Sta. 22+08.50)

Subtotal on estimate of July 11, 1975		$224,497.50
Additional Approved Item		
SFO 6 Install 3 Tube Metal Hand Rail	All Required	2,947.00
	Subtotal	$227,444.50
	Engineering	34,116.50
	Total	$261,561.00

Length of Roadway - - - - - - - - - 0.282 Mile
Length of Strucutre - - - - - - - - 0.002 Mile
Total - - - - - - - - - - - - - - - - 0.304 Mile
Cost of Roadway Per Mile - - - - - $1,704,347.52

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$480,626.00	$412,376.00	$34,125.00	$34,125.00
Structure	261,561.00	224,419.00	18,571.00	18,571.00
Total	$742,187.00	$636,795.00	$52,696.00	$52,696.00

Group 1 - 98% Group 8 - 2%
Contract No. 8246
Prefix 324-1097

8246

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-54 + 6-55		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 3	6-8-77	Project Number M-1555(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 695,359	$ 695,634
Federal funds	$ 543,700	$ 596,853
Other revisions		

This modification is made for the following reasons:
To include additional approved State force order and increase federal aid pro rata to 85.8% which reduces present PL94-30 additional funding from $114,647.20 to a net of $74,644.00

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June , 19 77 .

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon June 2, 1977

Federal-Aid Project
No. M-1555(3)

BELLEVUE ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
CITY STREET (12TH & 13TH STS.) IN MARION COUNTY

Revised Project Agreement Estimate

Type Code 6205

Roadway (Sta. 10+22 to Sta. 26 + 27)

Subtotal on previous estimate of November 24, 1976		$407,647.65
Additional Approved Item		
SF05 Place A/C pavement in Low Area	All required	250.00
	Subtotal	$407,897.65
	Engineering	39,289.35
	Engineering (Signal Controller testing)	1,500.00
	Total	$448,687.00

Type Code X021

Structure Br#16009 (Sta 20+93 to Sta 22+108.50)

Total same as previous estimate of July 11, 1975 $246,947.00

Length of Roadway - - - - - - - - - - - -0.282 miles
Length of Structure - - - - - - - - - - -0.022 miles
Total 0.304 miles

Cost of Roadway Per Mile- $1,591,088.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$448,687.00	$384,973.00	$31,857.00	$31,857.00
Structure	246,947.00	211,880.00	17,533.50	17,533.50
Total	$695,634.00	$596,853.00	$49,390.50	$49,390.50

Group 1 98%
Group 8 2%
Contract No. 8246
Prefix 324-1097
Pro Rata 85.8%

8246

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-209		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	12-6-76	Project Number M-1555(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 657,071	$ 695,359
Federal funds	$ 513,762	$ 543,700
Other revisions		

This modification is made for the following reasons:

To include additional approved items. No change in previous 100% funding under PL 94-30 in the amount of $143,309.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunt

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, November 24, 1976

Federal-Aid Project
No. M-1555(3)

Belleview St. S.E.-Mission St. S.E. (Salem) Section
City Streets (12th & 13th S.E.) in Marion County

Revised Project Agreement Estimate.

Type Code 6205
Roadway (Sta. 10+22 to Sta. 26+27)

Subtotal on previous estimate of July 11, 1975			$372,840.50
Additional Approved Items			
PA 5 Railroad Pre-Emption Circuitry & Equip.	Lump Sum		4,907.05
PA 6 Furnish & Plant Deciduous Trees	13 only	25.30	328.90
PA 6 Furnish & Plant Coniferous Trees	29 only	31.63	917.27
PA 6 Furnish & Plant Shrubs	259 only	10.12	2,621.08
PA 6 Furnish & Plant Vines	480 only	1.27	609.60
PA 6 Furnish & Place Bark Mulch	7 unit	63.25	442.75
PA 6 Furnish & Place Treated Wood Barrier	450 lin.ft.	1.68	756.00
PA 6 #4 Re-Bar	200 lb.	0.38	76.00
PA 6 Seeded Lawn	Lump Sum		3,349.40
PA 7 Modify Signal Pole	Lump Sum		637.10
PA 8 Bikeway Signs	Lump Sum		725.00
PA 9 Asphalt Additive	2,000 ton	0.35	700.00
EWO 6 Drainage & Slope Protection	All Required		2,137.00
EWO 7 Install Irrigation System	All Required		16,600.00
	Increase		$ 34,807.15
	Subtotal		$407,647.65
	Engineering		39,264.35
	Engineering (Signal Controller Testing)		1,500.00
	Total		$448,412.00

Type Code X021
Structure Br. #16009 (Sta. 20+93 to Sta. 22+08.50)

Total same as previous estimate of July 11, 1975 $246,947.00

Length of Roadway - - - - - - - - - - - 0.282 Mile
Length of Structure - - - - - - - - - - 0.022 Mile
Total 0.304 Mile

Cost of Roadway Per Mile- - - - - - - - $1,590,113.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$448,412.00	$350,613.00	$48,899.50	$ 48,899.50
Structure	246,947.00	193,087.00	26,930.00	26,930.00
Total	$695,359.00	$543,700.00	$75,829.50	$ 75,829.50

Group 1 98%
Group 8 2%
Prefix No. 324-1097
Contract No. 8246

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-97		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 1		Project Number M-1555(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 657,071	$ 657,071
Federal funds	$ 513,762	$ 657,071
Other revisions		

This modification is made for the following reasons: The Project Agreement executed July 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 143,309."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-34	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 7-17-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Marion PROJECT NO. M-1555(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Salem, (Mission St. to Bellevue St.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-28-75	0.304
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 657,071	$ 513,762

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. A. Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 11, 1975

Federal-aid Project
No. M-1555(3)

BELLEVIEW ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
FAU 1555 (12th and 13th St. S.E.)
MARION COUNTY

Project Agreement Estimate.

Type Code 6205
Roadway (Sta. 10+22 to Sta. 26+27)

Mobilization	All Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	310 sq.ft.	5.00	1,550.00
Temporary Barricades	3 only	75.00	225.00
Flagmen	200 hours	15.00	3,000.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		2,000.00
Embankment in Place	2,700 cu.yds.	2.10	5,670.00
Trench Excavation	200 cu.yds.	5.00	1,000.00
Finishing Roadbed and Slopes	All Required		2,000.00
Furnishing and Placing Topsoil	600 cu.yds.	4.00	2,400.00
Watering	40 M-gals.	10.00	400.00
Lime Treated Subgrade	5,300 sq.yds.	0.80	4,240.00
Lime for Treated Subgrade	60 tons	60.00	3,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,500 tons	9.71	53,405.00
Asphalt Cement in Mixture	360 tons	90.00	32,400.00
Asphalt in Tack Coat	4 tons	250.00	1,000.00
Concrete in Walls	24 cu.yds.	125.00	3,000.00
8-inch Culvert Pipe	40 lin.ft.	6.00	240.00
10-inch Culvert Pipe	215 lin.ft.	6.40	1,376.00
10-inch Sewer Pipe	740 lin.ft.	7.10	5,254.00
12-inch Sewer Pipe	115 lin.ft.	7.70	885.50
Extra for Pipe Under Pavement	90 lin.ft.	9.00	810.00
Concrete Manholes	1 only	500.00	500.00
Concrete Inlets, Type 2	13 only	130.00	1,690.00
Concrete Walks	2,060 sq.yds.	7.00	14,420.00
Concrete Driveways	320 sq.yds.	9.10	2,912.00
Sidewalk Ramps	7 only	50.00	350.00
Brick Pattern Concrete Surfacing	480 sq.yds.	25.00	12,000.00
Concrete Curbs	120 cu.yds.	50.00	6,000.00
Extra for Asphalt Approaches	2 only	150.00	300.00
Adjusting Manholes	3 only	90.00	270.00
Reconstructing Concrete Manholes	1 only	300.00	300.00
Adjusting Inlets	3 only	60.00	180.00
Painted Wood Sign Posts	All Required		2,000.00
Sign Support Footing	All Required		7,500.00

Breakaway Sign Posts	All Required		1,200.00
Sign Bridge at Sta. 16+20	All Required		20,000.00
Type "A" Signs in Place	296 sq.ft.	14.00	4,144.00
Type "C" and "D" Signs in Place	129 sq.ft.	8.00	1,032.00
Type "EE" Signs in Place	99 sq.ft.	8.00	792.00
Type "T" Signs in Place	41 sq.ft.	8.00	328.00
Type "U" Signs in Place	64 sq.ft.	13.00	832.00
Sign Illumination Equipment	All Required		1,000.00
Furnishing and Planting Trees	56 only	34.00	1,904.00
Furnishing and Planting Shrubs	160 only	6.00	960.00
Furnishing and Planting Vines	1,760 only	0.60	1,056.00
Soil Conditioner	70 cu.yds.	7.00	490.00
Bark Mulch	9 units	75.00	675.00
Irrigation System	All Required		12,500.00

Type Code Y030 Illumination

Pole Foundations	All Required		4,750.00
Roadway Lighting Poles and Bracket Arms	All Required		7,500.00
Luminaires and Ballasts	All Required		4,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		24,000.00

Type Code Y031 Traffic Signal

Traffic Signal Installation, Complete	All Required		60,000.00
			$365,040.00

Anticipated Items

Railroad Protective Costs	All Required		$ 4,000.00
Permanent Pavement Striping (S.F.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		2,000.00
On The Job Trainee (E.W.)	All Required		800.00
			$ 7,800.00
	Subtotal		$372,840.50
	Engineering		35,783.50
	Engineering (Signal Controller Testing)		1,500.00
	Total		$410,124.00

Type Code X021
Structure Br. #16009 (Sta. 20+93 to STa. 22+08.50)

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structure Excavation	750 cu.yds.	8.00	6,000.00
Structure Excavation Below Elevation Shown	50 cu.yds.	20.00	1,000.00

N NOTED N
MANNOR C. HOLMES

Structural Concrete, Class 3300 (390 cu.yds.)	All Required		60,000.00
Structural Concrete, Class 4000 (215 cu.yds.)	All Required		35,000.00
Reinforcement (155,500 lbs.)	All Required		33,500.00
Epoxy Coated Reinforcement (22,500 lbs.)	All Required		35,500.00
Reinforced Concrete Bridge End Panels	260 sq.yds.	40.00	10,400.00
Three Tube Metal Railing	233 lin.ft.	45.00	10,485.00
2-inch Electrical Conduit	115 lin.ft.	2.50	287.50
Loose Riprap, Class 700	680 cu.yds.	15.00	10,200.00
Filter Blanket	170 cu.yds.	12.50	2,125.00
	Subtotal		$224,497.50
	Engineering		22,449.50
	Total		$246,947.00

Length of Roadway	0.282 mile
Length of Structure	0.022 mile
Total	0.304 mile

Cost of Roadway Per Mile $1,454,340.42

RETAINED IN PROGRAM STATUS

Signing (Bikeway)	All Required	$ 400.00
	Engineering	40.00
	Total	$ 440.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$410,124.00	$320,675.00	$44,724.50	$44,724.50
Bridge	246,947.00	193,087.00	26,930.00	26,930.00
Subtotal	$657,071.00	$513,762.00	$71,654.50	$71,654.50
Retained in Pro Program	440.00	344.00	48.00	48.00
Total	$657,511.00	$514,106.00	$71,702.50	$71,702.50

Group 1- ~~100%~~ 98
Group 8 - 2 %
Prefix No.: 324-1097
Contract No. 8246

N NOTED MANOR C. HOLMES N

BELLEVIEW ST. S.E.-MISSION ST. S.E. (SALEM)

Nonparticipating - State Work

State Responsibility for Damages	All Required	$1,000.00

(Salem)

51

NOTED
MANOR C. HOLMES

PROJECT MANAGEMENT
MAY 19 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

324-1097

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
May 12, 1977

Ross Bros. Const., Inc.
3501 Brooklake Rd. NE
Salem, Ore. 97303
Attn: Mr. Ray Ross

Bellevue St.-Mission St.(Salem)
FAU 1555 - 12th &13th St.
Marion County
Contract 8246
P.A. #6-Seeded Lawn

Dear Sir:

I have just taken a look at the seeded lawn work done by Landscape Maintenance and note there are some areas where the grass growth is quite thin. In addition, it is badly in need of mowing again.

In an attempt to find where we are in regard to the establishment of the lawn, I have made a review of the Specifications and the Price Agreement and as I see it, we need to accomplish some things.

The Price Agreement 683.33 called for two applications of fertilizer, one at the time of construction and one just prior to the Final Inspection of the project. This was predicated mainly on the assumption the lawn would be in early enough that it could be accepted during the summer of 1976. Since they didn't get the planting in until the middle of October when the growing season was pretty well at an end, it would seem prudent to do another now along with some re-seeding of the thin areas. Then perhaps another application of fertilizer in a month would firmly establish the lawn to where the City will feel comfortable in accepting the product.

One other item I noted was in one area in particular, there are a number of weeds starting which need to be removed during the establishment period. Also, there are some weeds coming in the planting beds, brought on unfortunately, by the spring rains we have just had.

Even so, I would advise starting the irrigation system to protect the plants we presently have as from now on, just a few days will dry the area to where we could experience some losses in the new plants, especially the very small ones with a shallow root system.

If we may be of assistance to you, please feel free to ask.

Very truly yours,

Loren Weber
Resident Engineer

cc: G.W. Wimer ✓

5-18-77 W cc C.T. Beasley
Don Harwell ✓
Tom Savage

NOTED
M. NOR C. HOLMES

Form 81-736-1100

OREGON STATE HIGHWAY DIVISION

Order for [redacted] Force Work

Contract No. 8246

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Bellevue St.-Mission St.(Salem) Date April 29, 19 77

Highway FAU 1555 - 12th & 15th Streets F.A.P. No. M-1555(3)

County Marion Prefix 324-1097 Account No. -06

Description of Work To Be Done:

Install 3-tube metal hand rail on the NW and SE corners of the Mill Creek bridge. The work is to be done as shown on the attached plan.

Location by Station Numbers:

Mill Creek Bridge - Station 20+00 to 22+50

Estimate of Quantities and Costs:

Materials	2447.50
Equipment	100.00
Labor	400.00
	$2947.50

Approval Recommended as of 5/4/77

Explanation: Installation needed to protect pedestrian and bicycly traffic where severe angle corners of the structure and proximity of the creek are a hazard. Work to be done by City of Salem forces who are able to perform it more economically than by contract. In addition, the contract has been completed, thus requiring an additional mobilization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 715,214.98
Present estimate of project cost, including $ 2947.50 for work under this order	$ 734,000.00
Expected [redacted] over-run (amount)	$ 18,785.02
Expected [redacted] over-run (per cent)	2.6

Space to right of this line is for use of Salem Office

Submitted by: Loren Weber — Resident Engineer

Approval Recommended: [signature] — Regional Engineer

5-1-77 WR

Approval Recommended: ____ For Construction Engineer or Bridge Engineer

Approved: [signature] — Construction Engineer

SP 7000-734

ROBERT W. STRAUB
GOVERNOR

FILED
MAR 28 1977
NORMA PAULUS
SECRETARY OF STATE

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 28 1977
NORMA PAULUS
SECRETARY OF STATE

March 24, 1977

RECEIVED
MAR 29 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ms. Sylvia Jensen
Assistant Attorney General
Department of Justice
Portland Division
555 State Office Building
Portland, OR 97201

ED G
3-30-77

Dear Ms. Jensen:

This will acknowledge receipt of your letter of March 18, 1977, with attached copy of First Amended Complaint; Law Action for Unpaid Wages; State of Oregon, plaintiff; Aloha Cahoy, Ltd., defendant.

From the description given in your letter, this appears to be in connection with the Ross Bros. Construction, Inc., Contract No. 8246, Bellevue Street S.E.-Mission Street S.E. (Salem) Section in Marion County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of your letter and attachments, and we will also forward them to the Secretary of State for filing.

This contract was completed on November 16, 1976, but has not yet been accepted by the State.

Please advise this office when these wage claims have been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc Warren Richards

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 State Office Building
Portland, Oregon 97201
Telephone: (503) 229-5725

March 18, 1977

Mr. Cecil Head
Oregon State Highway Division
Room 121 Highway Building
Salem, Oregon 97310

Re: Possible wage claims - Aloha Cahoy Employees
Bellevue Street - Mission Street
Contract No. 8246

Dear Mr. Head:

Pursuant to our telephone conversation of March 17, 1977, I am sending you a copy of the complaint filed by the State of Oregon, ex rel Bill Stevenson, Commissioner of the Oregon Bureau of Labor against Aloha Cahoy, Ltd. This lawsuit is based on wage claims filed with the Bureau of Labor against the Defendant corporation.

During our conversation we discussed the possibility of filing claims with the surety for Ross Brothers Construction Company on the State Highway job at Bellevue and Mission Streets in Salem, Oregon. The surety is Safeco Insurance Company of America. You have previously determined that Michael Swanson, a wage claimant in the attached complaint, was an employee on the Bellevue-Mission Street project. We are also alerted to the possibility that Robert Hammond may also have been employed on said project during the period of time for which he did not receive wages, which was from January 20, 1976 through February 23, 1976.

I hope that I have provided you with all the necessary information you requested. As you may recall, this trial has been set for March 24, 1977. I understand that you do not anticipate taking any steps prior to that time.

I shall look forward to hearing from you in the future.

Sincerely,

Sylvia Jensen
Assistant Attorney General

cp
enclosure

RECEIVED

ROUTED
C. W. HEAD

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 State Office Building
Portland, Oregon 97201
Telephone: (503) 229-5725

February 10, 1977

#8246

Mr. Warren Richards
Labor Compliance Officer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: State v. ALOHA CAHOY, LTD.
Circuit Court, Washington
County, No. 37-126

Dear Mr. Richards:

I am an Assistant Attorney General with the State Department of Justice, and I represent the Bureau of Labor. As you know, I have filed a complaint against Aloha Cahoy, Ltd. based upon wage claims received by the Bureau of Labor. Mike Swanson is one of the wage claimants, and he informed me by phone on February 9, 1977 that he spent 113.5 hours working at the rate of $9.42 per hour for a total claim of $1,069.17 on the project referred to in your letter of January 31, 1977, which was addressed to Gene Watson of the Wage and Hour Division of the Oregon Bureau of Labor. I am assuming that the project you refer to involves a state highway contract with Ross Brothers Construction of Salem as general contractor.

We have received a March 24, 1977 trial date and will inform you as to the final decision of the matter. I hope this letter answers your immediate questions.

Sincerely,

Sylvia Jensen
Assistant Attorney General

ds

cc C.T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

x c: Cecil Head

NOTED
C. W. HEAD

Keasey ___ RECEIVED ___ Richards
Bond ___ ___ Glenn
Jackmond ___ FEB 14 1977 ___ Berg
Harwood ___
Johnsen ___ CONSTRUCTION
Walker ___ SECTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

STATE OF OREGON, ex rel BILL STEVENSON, Commissioner of the Oregon Bureau of Labor, Plaintiff, v. ALOHA CAHOY, LTD., Defendant.	No. 37-126 F I R S T A M E N D E D C O M P L A I N T Law Action For Unpaid Wages

Plaintiff, for cause of action against the Defendant, alleges:

I

That during all times herein mentioned, Bill Stevenson was and now is the duly elected, qualified and acting Commissioner of the Oregon Bureau of Labor.

II

That prior to October 14, 1976, the individuals whose names appear on the attached list, marked Exhibit "A" and by this reference made a part hereof, were employed at the special instance and request of Defendant, and performed work, labor and services for Defendant in Oregon at the agreed and reasonable rates as set out in Exhibit "A" for the work performed and during the time indicated in the Exhibit and have earned and have due and owing the amounts indicated in Exhibit "A", totaling $7,301.52.

III

That prior to the filing of this action, the individuals whose names appear in Exhibit "A" duly assigned their wage claims

to the Plaintiff herein for collection as provided by law.

Plaintiff, for a second cause of action against the Defendant, alleges:

I

Plaintiff re-alleges and re-affirms each and every allegation contained in Paragraphs I, II, and III of his first cause of action.

II

That the employment by the Defendant, of Plaintiff's assignors referred to in the first cause of action herein was terminated on the dates indicated on Plaintiff's Exhibit "A"; that Plaintiff's assignors made demand upon the Defendant, for all wages; that Plaintiff's assignors had no contract of employment for a definite period of time with the Defendant, that at the time said wages became due and owing to the assignors, Defendant, did wilfully refuse to pay said wages; that the average daily wage of the Plaintiff's assignors was as set forth in Exhibit "B", attached hereto and by this reference made a part hereof.

III

That more than 30 days have elapsed since said wages became due and there is now due and owing to the Plaintiff from the Defendant, as penalty wages for 30 days the total sum of $2,768.80, together with interest thereon at the rate of 6% per annum as indicated in Exhibit "B", until paid.

/ / /

WHEREFORE, Plaintiff demands judgment against the Defendant, as follows:

(1) For the sum of $7,301.52, plus interest thereon at the rate of 6% per annum in the amounts and from the dates as set out in Exhibit "A", until paid on account of Plaintiff's first cause of action;

(2) For the sum of $2,768.80, plus interest thereon at the rate of 6% per annum in the amounts and from the dates as set out in Exhibit "B", until paid on account of Plaintiff's second cause of action;

(3) Plaintiff's costs and disbursements incurred herein, including a reasonable attorneys' fee in the sum of $1,500.00.

Dated this 8th day of November, 1976.

LEE JOHNSON, ATTORNEY GENERAL
and Assistant Attorneys General
Victor Levy
Albert L. Menashe
Thomas E. Twist
Sylvia Jensen
John Petersen

By /s/ Sylvia Jensen
Sylvia Jensen
of Attorneys for Plaintiff

555 STATE OFFICE BUILDING
PORTLAND, OREGON 97201

EXHIBIT "A"

DONNELLY, Pamela	10/15/75 to 1/01/76 and 2/12/76 to 4/12/76		
	$600 /mo for 1.5 mos	$900.00	
	$225 /mo for 2 mos	450.00	
	Total amount due		$1,340.00
	Plus 6% interest from 10/16/76, until paid		
HAMMOND, Robert	1/20/76 to 2/23/76		
	$3.50/hr for 104.5 hrs		
	Amount due		$ 365.75
	Plus 6% interest from 10/16/76, until paid		
MOGEN, Mike Alan	7/24/76 to 10/14/76		
	$2.30/hr for 399.5 hrs		
	Amount due		$ 918.85
	Plus 6% interest from 10/16/76, until paid		
QUITEVIS, Jonathan	6/10/76 to 10/14/76		
	$2.50/hr for 754.5 hrs		
	Amount due		$1,886.25
	Plus 6% interest from 10/16/76, until paid		
SWANSON, Michael	7/1/76 to 9/23/76		
	$9.42/hr for 113.5 hrs	$1,069.17	
	$3.50/hr for 489 hrs	1,711.50	
	Total amount due		$2,780.67
	Plus 6% interest from 10/16/76, until paid		

TOTAL DUE, EXHIBIT "A" $7,301.52

505 SIAN OFFICE BUILDING
PORTLAND OREGON 97201
TELEPHONE 229-5725

EXHIBIT "B"

DONNELLY, Pamela	Average daily wage $18.00 Penalty wages at the rate of $18.00 per day from 4/12/76 plus 6% interest from 10/22/76, until paid	$ 540.00
HAMMOND, Robert	Average daily wage $28.00 Penalty wages at the rate of $28.00 per day from 2/23/76, plus 6% interest from 10/22/76, until paid	$ 840.00
MOGEN, Mike Alan	Average daily wage $18.40 Penalty wages at the rate of $18.40 per day from 10/15/76 to 10/22/76, plus 6% interest 1/22/76, until paid	$ 128.80
QUITEVIS, Jonathan	Average daily wage $20.00 Penalty wages at the rate of $20.00 per day from 10/15/76 to 10/22/76 plus 6% interest from 10/22/76, until paid	$ 140.00
SWANSON, Michael	Average daily wage $40.00 Penalty wages at the rate of $40.00 per day from 9/24/76 to 10/21/76 plus 6% interest from 10/22/76, until paid	$1,120.00

TOTAL DUE, EXHIBIT "B" $2,768.80

8246

March 21, 1977

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8246 for work on Bellevue-Mission Street (City of Salem) in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 days is granted because of added orders during the latter part of the contract time.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 14, 1977

FILE: CON 5 #8246

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Time Extension Request
Bellevue-Mission St. Unit
City of Salem Sec. FAU 1555
Contract No. 8246

Herewith request from Ross Bros. for 25 more days contract time. The project is virtually completed, but under a stop work order awaiting about one more day of work on modifying a signal-luminaire pole and adjusting some signal heads. Although this project had plenty of time allowed, there has been an accumulation of added orders, particularly on the last half of the work. An increase in project authorization had to be requested in December 1976. Additional landscape planting and related irrigation system caused this.

The Resident Engineer justifies 19 days on just a time-money basis, and the remaining day or two to be charged for the pole revision is extra. The project was open to traffic in late July 1976 when about 75 percent of the contract time had elapsed.

The time-money approach is not necessarily precise in deriving extension days, so I recommend we grant the 25 days requested and avoid any liquidated damages. This is a federal-aid project and the recommended extension would be participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8246 Contractor Ross Bros. Construction, Inc.

Highway FAU 1555 - 12th & 13th Streets

Section Bellevue St.-Mission St.(Salem)

Kind of Work Grading, Paving, Structure, Illumination, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 25 days extension of contract time because of added work orders.

Recommended for Approval:

Arnold Kinser
Regional Engineer

John A. Ford
for Construction Engineer or ~~Bridge Engineer~~

E. J. Hunter
Deputy State Highway Engineer

SP**0705-724

Contract No.	8246
Project designation	Federal (State-Federal)
Date awarded	7/7/75
Work started	7/9/75
Per cent completed	100% - 11/16/76 (Date)
No. of Workdays Allowed	375
No. of Workdays Used	397
No. of Added Workdays Requested	25

D-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 23, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 375 days to 400 days, within which to complete our Contract No. 8246, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to additional time and labor necessary to comply with EWO's No. 1 thru 11 as per Section 108.09(d) and 104.04 of Standard Specifications for Highway Construction.

Respectfully submitted,

ROSE BROS CONSTRUCTION, INC
Contractor

By R K Rose
President

CONSENT OF SURETY

Date February 23, 1977

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Frances Bradley Attorney-in-fact

(SEAL)

POTTS, DAVIS & CO. LESLIE E. DAVIS
Resident Agent

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*07808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
555 Liberty St., S. E.
Salem, Oregon 97301
Attention of Mr. B. T. Van Worner, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) CC-1709

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $3,400.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Mission St.- Bellevue St. Section of 13th St., FAU 1555. Covered by agreement dated 5/19/72		2,500.00
		To be Retained		$ 900.00
		Acct. Ref. SALEMCI 001241 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,400.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1943-295

Submitted by: F. F. Hildebrandt

Approved:
Regional Engineer

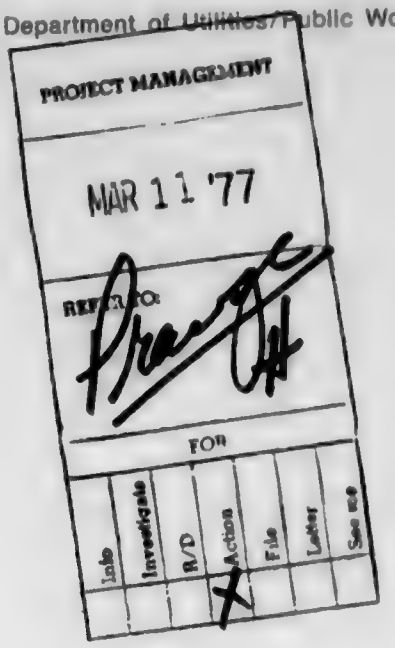
Approved: G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

March 8, 1977



Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: George Hopkins
Project Management

Gentlemen:

Subject: 13th Street Extension - F.A.U. 1555
Mission Street to Bellevue Street
Contract 8246
Federal Aid Match Ratio

This is in response to F. B. Klaboe's letter to all cities, etc., dated October 14, 1976, concerning Federal Aid Match Ratios.

The City of Salem and OSHD have an existing project agreement for the subject project dated May, 1972. This agreement was set up on the 78% - 22% basis.

We request that the match ratio be changed to 86% FHWA, 7% OSHD, 7% City. This should be made to all phases of the project: preliminary engineering, right-of-way acquisition, and construction.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: Phillip O. Stearns, OSHD Region 2
Federal Aid Engineer

Copy To C. Lai
R. Hacpe

NOTED
MAYOR C. HOLMES

--AN EQUAL OPPORTUNITY EMPLOYER--

CITY OF SALEM

MISSION ST.- BELLEVUE ST. SECTION

13th ST. S.E. (FAUS 3024)

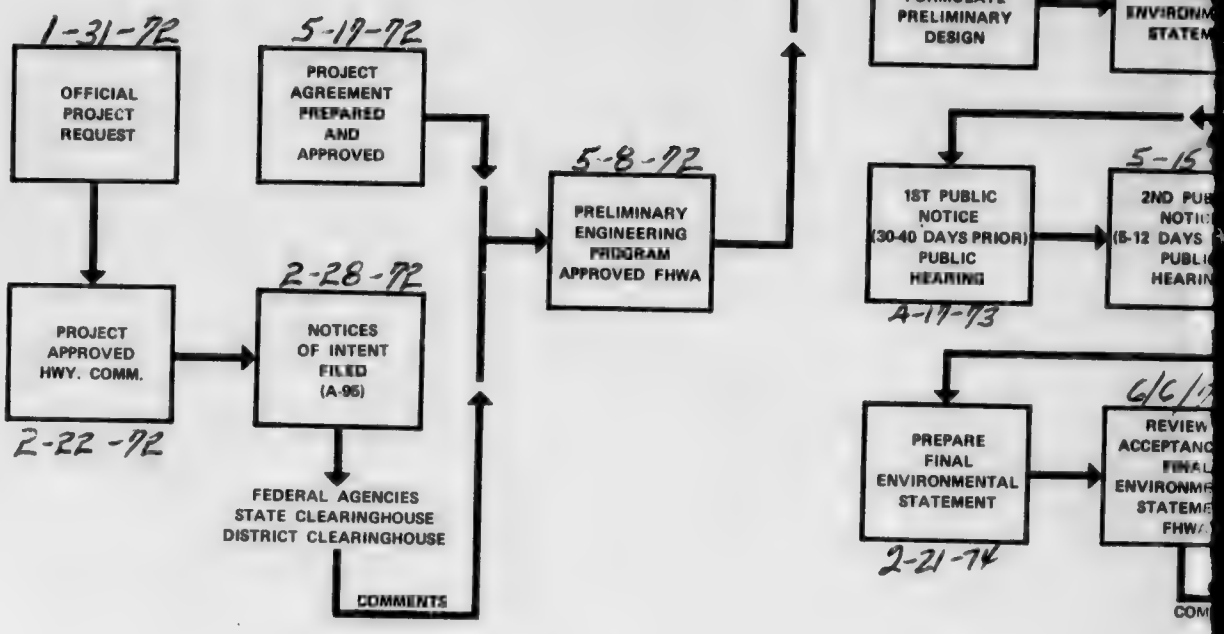
OREGON STATE HIGHWAY DIVISION

FEDERAL AID URBAN SYSTEM PROJECT

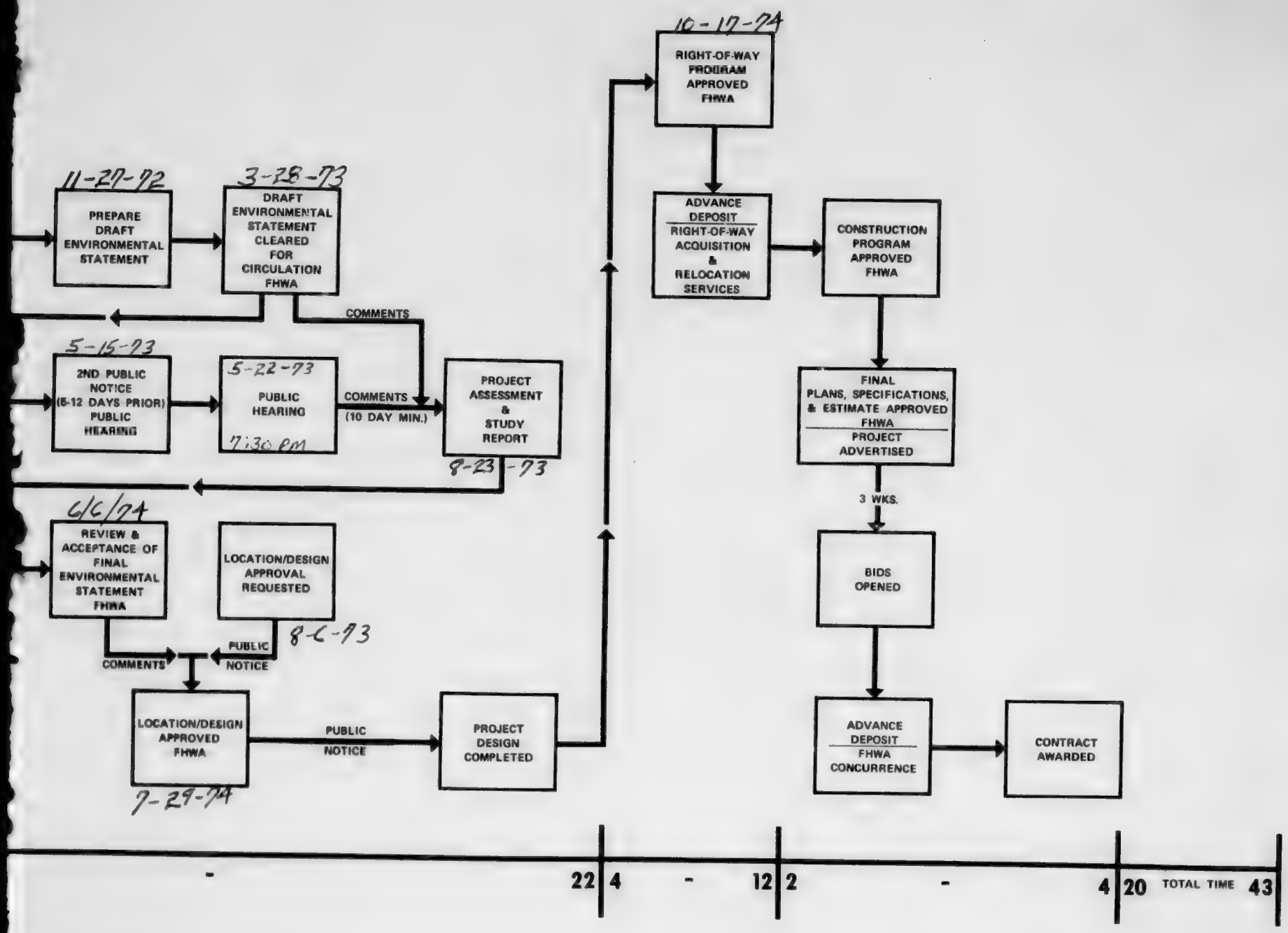
BASIC FLOW CHART

FOR NON-CONTROVERSIAL PROJECT REQUIRING ENVIRONMENTAL IMPACT STATEMENT, LOCATION/DESIGN HEARING, AND RIGHT-OF-WAY ACQUISITION.

June, 1972



TIME IN MONTHS PROJECT OF AVERAGE COMPLEXITY	MIN.	-	MAX.
ACTUAL MONTHS	4	3.3 - 14 wks	5 10


11-27-72
PREPARE DRAFT ENVIRONMENTAL STATEMENT
3-28-73
DRAFT ENVIRONMENTAL STATEMENT CLEARED FOR CIRCULATION FHWA
COMMENTS
5-15-73
2ND PUBLIC NOTICE (5-12 DAYS PRIOR) PUBLIC HEARING
5-22-73
PUBLIC HEARING
7:30 PM
COMMENTS
(10 DAY MIN.)
PROJECT ASSESSMENT & STUDY REPORT
8-23-73
6/6/74
REVIEW & ACCEPTANCE OF FINAL ENVIRONMENTAL STATEMENT FHWA
LOCATION/DESIGN APPROVAL REQUESTED
8-6-73
PUBLIC NOTICE
COMMENTS
LOCATION/DESIGN APPROVED FHWA
7-29-74
PUBLIC NOTICE
PROJECT DESIGN COMPLETED
10-17-74
RIGHT-OF-WAY PROGRAM APPROVED FHWA
ADVANCE DEPOSIT
RIGHT-OF-WAY ACQUISITION & RELOCATION SERVICES
CONSTRUCTION PROGRAM APPROVED FHWA
FINAL PLANS, SPECIFICATIONS, & ESTIMATE APPROVED FHWA
PROJECT ADVERTISED
3 WKS.
BIDS OPENED
ADVANCE DEPOSIT
FHWA CONCURRENCE
CONTRACT AWARDED
-
22
4
-
12
2
-
4
20
TOTAL TIME
43

OREGON STATE HIGHWAY DIVISION

Located Line

BELLEVUE ST. S.E. – MISSION ST. S

CITY STREET (13th ST. S.E.)

MARION COUNTY

Scale: 1 inch = 50 feet

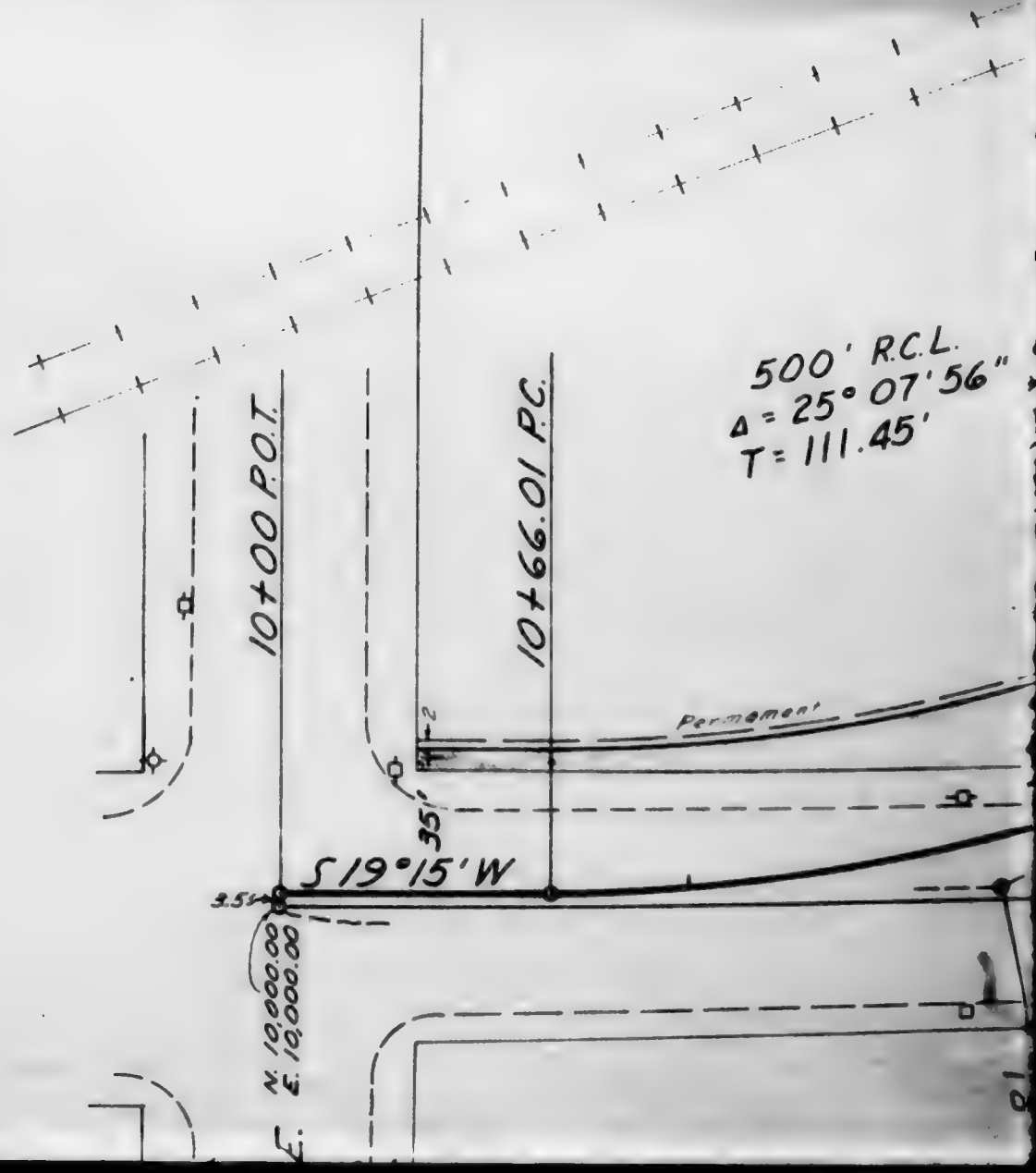
Traced by A.L.D. March, 1974

DRG. NO. 9B-11-19

ON ST. S.E.(SALEM) SECT.

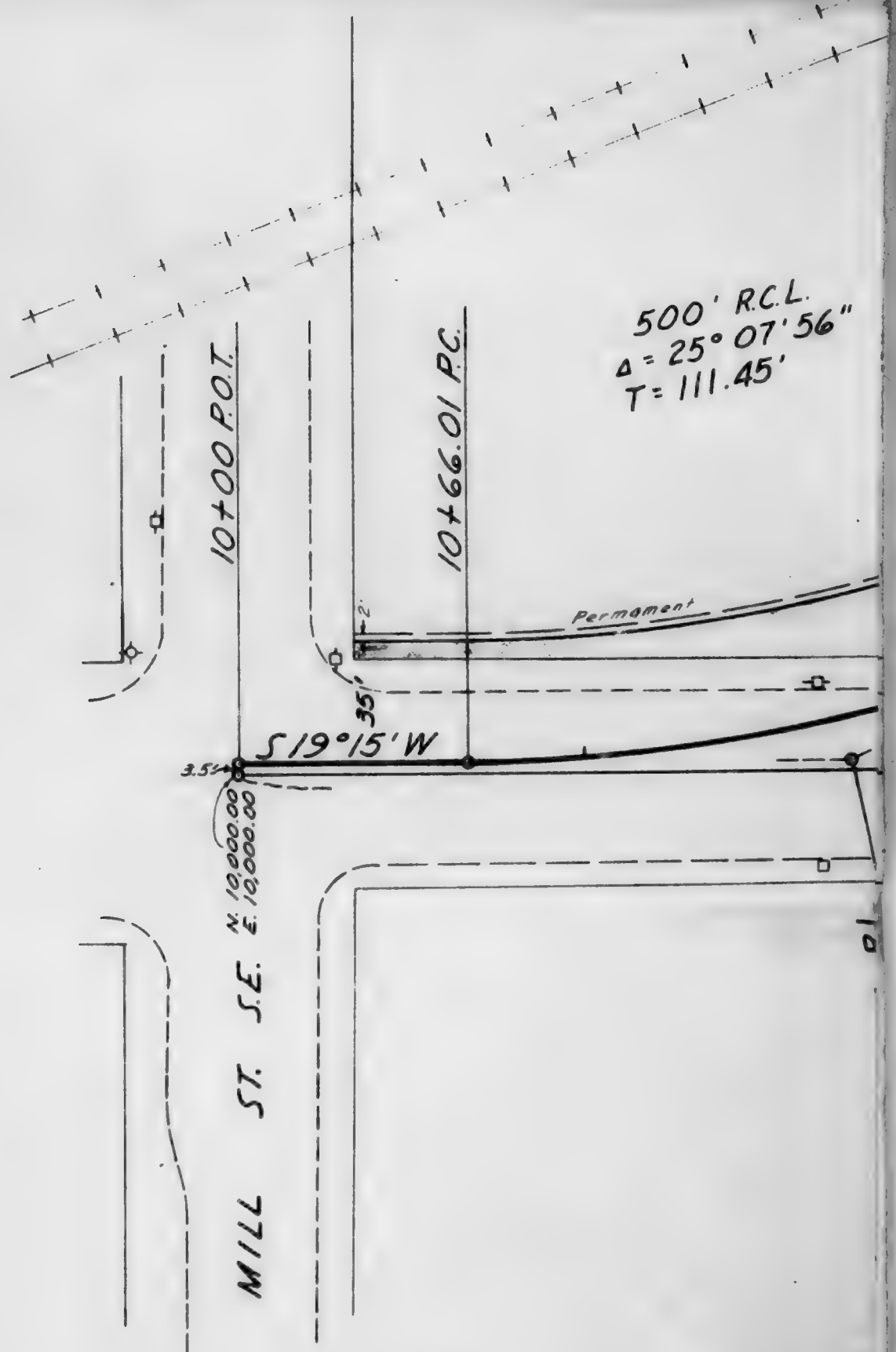
T. S.E.)

974



ST. S.E.(SALEM) SECT.

E.)



Vacated
Order No. 74

N I V E R S I T Y

Southern

Southern Pacific Co.
193-96

Vacated
Order No. 74

Vacated
Order No. 74

(44)

(45)

12+85.33 P.T.

+50

2'

slopes

Easement

35'

15

S 5°52'56" E

44'

Permanent

Vacated
Order No. 74

Easem

34'

+16.58 P.I.

33'

33'

S 19°15'00" W
523.39'

48164

11+77.46

N 8,681.51
E 9,888.00

(1)

Willamette University
646-521
646-753

BELLEVUE ST. S.E.

A D D

(2)

(43)

(40)

Vacated
Order No. 74

Pacific

N I V E R S I T Y

Southern

Southern Pacific Co.
193 - 96

(44)

(45)

Vacated
Order No. 74

Vacated
Order No. 74

12+85.33 P.T.

slopes

Easement

35'

15

S 5°52'56" E

Vacated
Order No. 74

Easem

Permanent

34'

+16.58 Rad.

S 19°15'00" W
523.39'

~~48164~~

ST. S.E.

A

D

D

Railroad

20+59.44 P.I.
N. 8950.41
E. 10035.55

Perm. E

25'

+00

15'

Vacated
Order No. 74

1450 c.y.± Lt.

② 1120 c.y.±

35'

20

50'

48153
12,665 c.y.

①

②

Perm. Ease.
14,64

③ 4435 c.y.

51.6' Dr.

1,6345 c.y. Rt.

+25'

+50

10'

Easement

Slopes

② 10,585 c.y.± Total

+15'

32'

Perm. Ease.

DITCH

City of Salem

Settecos
720-7
723-8

Vacated
Order No. 74

+37.84

P.K. & B.M. Settecose
714-627

19+48.14 P.C.

50

59,797 c.y. Total

① 48152

44

+00

Slopes

② 2,820 c.y.

39,995 c.y.± Rt.

+17.84

500' R.
Δ = 25°
T = 111.

C.L. & J.M. Gr
740-53

SHELTON

Retaining Wall

Vacated 491-635

Brookside Professional
Bldg.
726-14

12th ST.

48153
12,665 s.f.
(1)
(2)
(3) 4435 s.f.
Sl. & Dr.
1,6345 s.f. Rt.
Perm. Ease.
M.64
City of Salem
Settecos
720-7
723-8
DITCH
19+48.14 P.C.
Vacated 32'
Order No. 74
+37.84
P.K.E.B.M. Settecose
714-627
50
2
1
3
4
Vacated 491-635
500' R.
Δ = 25°
T = 111.
C.L.E.J.M. Gr
740-53
Brookside Professional
Bldg.
726-14
Retaining
Wall
SHELTON
59,797 s.f. Total
48152
44'
Slopes
+17.84
2,820 s.f.
39,935 s.f. Rt.
Easement
Permanent
Easement
10,585 s.f. Total
Slopes
10'
50'
12th ST.
OAK ST. S.E.
DITION
3

48155 48156 48157

Vacated 688-208

Temp. Ease - Remove Walk, Reshape & Workroom 48

Temp. Ease - Remove Walk 3' Reshape

270' 250' 284' 298'

① 48152

S 19° 13' W 25

13th ST. S.E.

48154 5,284 ±

48160 48159 48160 48161

210' Total 107' Temp. Ease - Workroom 114' ② 200'

Block Ret Wall

I.K.T. of Salem No. 1, Inc. 697-222

Davis 587-216

L.D. & J.R. Le 596-185

Vacated

City of Solem 40-572 51

G. Olsen Invest. Co. Inter. Kings Table, Inc. (C.P.) 694-737

Vacated

S.E. ST.

LESLIE

21+67.17 P.T.

Slopes

Slopes

30' 30' 35' 32' 43' 43'

+67.17 +25'

2920' ±

40'

48163

Temp. Ease - Remove Curb & Walk

10'

33' 33'

S. E.

City of Salem
39-64

52

Wilson
676-75

Gladow
641-231

Smith
689-37

Gulf Oil Co.
628-293
628-291
628-292

Vacated
608-208

Temp. Ease - Remove Walk, Reshape & Workroom
298'

Temp. Ease - Remove Walk & Reshape
270' 250' 284'

48155 48156 48157

25

S 19° 13' W

13th ST. S.E.

① 48152

② 30' 30' 67.17 +

Slopes

48154
5,284' ±

2,920' ±

Slopes

21 + 67.17 P.T.

48160 48159 48160 48161

210' Total

107' Temp. Ease - Workroom

114'

200'

I.K.T. of Salem
No. 1, Inc.
697-222

Vacated

Davis
587-216

L.D. & J.R.
596-18

City of Salem
40-572

51

G. Olsen Invest. Co.
Inter. Kings Table, Inc. (C.P.)
694-737

Vacated

S.E. ST.

LESLIE

40'
48163
Temp. Ease - Remove Curb & Walk

33'

S.E.

City of Salem
39-64

Gulf Oil Co.
628-293
628-291
628-292

Temp. Ease - Remove
Walk, Reshape & Workroom
298'

48158

25

S.E.

48162

200'

Block Ref No

L.D. & J.R. Leach
596-185

MISSION ST. S.E.

26+49.60 P.O.T.
N. 8,752.91
E. 9,966.72

BELLEVUE
CITY STRE
MARION C
SCALE: 1"
DRG. NO.
MARCH, 19

48158

25

S.E.

48161 48162

26 1496.0 POT.

Vacated

L.D. & J.R. Leach
536-185

S.E.

ST.

NORTON

BELLE
CITY
MARIO
SCALE
DRG.
MARC

BELLEVUE ST. S.E.- MISSION ST. S.E.(SALEM) SECT.
CITY STREET (13th ST. S.E.)
MARION COUNTY
SCALE: 1"= 50'
DRG. NO. 9B-11-19
MARCH, 1974

#5416 2-2-77

DIRECTOR'S FILE

FILED
MARION COUNT

1977 FEB 2 PM 1 01

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

CERTIFIED TO BE A TRUE COPY

Of Attorneys for Plaintiffs

PHILLIP K. SETTECASE, BETTY MAY SETTECASE, husband and wife; ALAN C. RIEBEL and MARIANNE B. RIEBEL, husband and wife,

Plaintiffs,

vs.

SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, formerly known as Southern Pacific Company; WILLAMETTE UNIVERSITY, an Oregon nonprofit corporation; and STATE OF OREGON, by and through its Department of Transportation,

Defendants.

EQUITY NO. 90836

2-4-77

D E C R E E

THIS CASE came on for trial on February 25, 1976, the plaintiffs being represented by William G. Paulus, of Paulus & Callaghan; defendant SOUTHERN PACIFIC TRANSPORTATION COMPANY being represented by Mark Dodson, of Dezendorf, Spears, Lubersky & Campbell; defendant WILLAMETTE UNIVERSITY being represented by George A. Rhoten, of Rhoten, Rhoten & Speerstra; and STATE OF OREGON being represented by Robert A. Holland, Assistant Attorney General.

The Court now having considered all evidence submitted at the trial and the memorandums of law submitted by plaintiffs and defendants SOUTHERN PACIFIC TRANSPORTATION COMPANY and WILLAMETTE UNIVERSITY, and having conferred with the attorneys for the plaintiffs and defendants WILLAMETTE UNIVERSITY and SOUTHERN PACIFIC TRANSPORTATION COMPANY on December 2, 1976, finds that an implied roadway easement

by necessity exists over property owned by defendant SOUTHERN PACIFIC TRANSPORTATION COMPANY described in Count 1, Paragraph III, of plaintiffs' second amended complaint, that said easement is appurtenant to property owned by the plaintiffs described in Count I, Paragraph II, of plaintiffs' complaint; that said easement is along the property described in Count 2, Paragraph V, of plaintiffs' second amended complaint and that said easement is for purposes of gaining access to plaintiffs' property from 12th Street S.E., Salem, Marion County, Oregon, in connection with all lawful uses of plaintiffs' property and the normal development thereof, provided, such use does not constitute an unreasonable burden on the servient estate; now, therefore,

IT IS HEREBY ADJUDGED AND DECREED as follows:

1. That plaintiffs are the owners of an implied easement by necessity over the following described real property owned by defendant SOUTHERN PACIFIC TRANSPORTATION COMPANY:

> All of Block 45, UNIVERSITY ADDITION to the City of Salem, Marion County, Oregon.
> TOGETHER WITH the vacated alley within said Block 45 and that portion of the north one-half of vacated Oak Street and the south one-half of vacated Bellevue Street which inured to said Block 45 on vacation.

2. That said easement is for roadway purposes to gain access from 12th Street S.E., Salem, Marion County, Oregon, to the following described real property owned by plaintiffs:

> Lots 1 and 2, Block 50, UNIVERSITY ADDITION to the City of Salem, Marion County, Oregon.
> TOGETHER WITH that portion of the adjoining vacated streets which inured to the benefit of said property.

3. That said easement over the property of defendant SOUTHERN PACIFIC TRANSPORTATION COMPANY described in Paragraph 1 of this Decree is generally described as follows:

> A strip of land 20.00 feet in width and being 10.00 feet on each side of the following described center-line:
>
> Beginning on the North line of Block 50, University Addition to the City of Salem in Marion County, Oregon, at a point which is 23.00 feet North 69° 51' West from the Northeast corner of said Block; thence North 20° 00' West 430.00 feet; thence North 23° 30' West 90.00 feet to a point on the East right-of-way line of 12th Street.
>
> Beginning at a point which is 23.00 feet North 69° 51' West and 430.00 feet North 20° 00' West from the Northeast corner of Block 50, University Addition to the City of Salem in Marion County, Oregon; thence South 85° 30' West 67.00 feet to a point on the East right-of-way line of 12th Street.

4. That said easement is appurtenant to property owned by the plaintiffs described in Paragraph 2 of this Decree.

5. That neither party shall recover costs and disbursements herein.

DATED this 24 day of February, 1977.

/s/ [illegible]
Circuit Judge

PAULUS & CALLAGHAN

8246

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

January 31, 1977

Oregon Bureau of Labor
1400 SW 5th Ave.
Portland, OR 97201

Re: Possible Wage Claims
Aloha-Cahoy Employees
Bellevue St. - Mission St.
Contract 8246

Attn: Gene Watson
Wage & Hour Division

Dear Mr. Watson:

We have received, via our contractor, a copy of a complaint filed by the Oregon Bureau of Labor against Aloha-Cahoy Ltd. In reviewing this complaint, we see that one of the individuals listed is a Michael Swanson and portions of his work was performed at a wage rate of $9.42 per hour. Mr. Swanson was an employee on the subject project for Aloha-Cahoy and we are wondering if his claim could be in regard to our work.

I would appreciate if you would investigate this complaint to see if it does, in fact, involve work on our contract. If it does, please furnish us with a copy of the employee's complaint and whatever back-up data you may be able to furnish. We would then file your claim with the bonding company and withhold an amount from the prime contractor sufficient to cover the amount of the underpayment of wages.

The project is now substantially complete and we would therefore appreciate your filing any appropriate claim as soon as possible.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards

Warren Richards
Labor Compliance Officer

WR:mk

cc: G. W. Wimer
Loren Weber
Robert Church
Cecil Head

NOTED
C. W. HEAD

Form 81-734-3122

8246

JOHN H. OTTING
THOMAS C. SITES
JONATHAN K. ENZ

OTTING & SITES
ATTORNEYS AT LAW
400 PITTOCK BLOCK
PORTLAND, OREGON 97205
TELEPHONE 224-6435
AREA CODE 503

January 18, 1977

Mr. Cecil Head
State Highway Division
Department of Transportation
Salem, Oregon 97310

Re: Claim by United Pipe Supply Company, Inc. Materials Supplied Aloha Cahoy Ltd., Subcontractors; Ross Brothers, Primary Contractor - Bellvue Street to Mission Street - State of Oregon Contract No. 8246

Dear Mr. Head:

In November, 1976, this office gave your office notice that United Pipe Supply Company, Inc. had not been paid.

At the request of United Pipe Supply Company, Inc. this letter is to inform you that, although the entire claim has not been paid, United Pipe Supply Company, Inc., has struck a bargain with Ross Brothers to release any claim in favor of United Pipe Supply Company, Inc. which might hold up any state award of completion. United Pipe Supply Company, Inc. no longer will look to the surety bond of Ross Brothers to satisfy its claim against Aloha Cahoy Ltd.

Thank you for your cooperation. Have a good day!

Sincerely,

Jonathan K. Enz

JKE:rb

RECEIVED
JAN 20 77
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8246

5173

FILED
JAN 12 1977
NORMA PAULUS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

January 10, 1977

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Scharff Bros.
1155 20th St. S.E.
Salem, OR 97302

Attention: Adolph Scharff, Owner

HDG
1-13-77

Gentlemen:

This will acknowledge receipt of your letter of January 4 informing us that Aloha Cahoy owes you for equipment rental and labor in the amount of $60.00.

This appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 8246, Bellevue St. SE-Mission Street SE (Salem) Section in Marion County.

The Safeco Insurance Company of America furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

This contract was completed on November 16, 1976, but has not yet been accepted by the State.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

RECEIVED
JAN 13
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

EXCAVATING

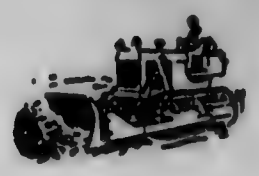
TELEPHONE 362-5568
24 HOUR SERVICE

SCHARFF BROS.

MANUFACTURERS OF CONCRETE SEPTIC TANKS
SEWERS - DRAIN FIELDS - SEPTIC TANK INSTALLATIONS

Subdivisions a Specialty

DOZING



1155 20TH ST. SE
SALEM, OREGON

January 4, 1977

P7307

State of Oregon
Department of Transportation
Room 121, Transportation Bldg.
Salem, Oregon, 97310

Att: Cecil Head

Gentlemen:

We have furnished equipment rental and labor to Aloah Cahoy in the amount of $60.00 on Project Job # 8246, described as follows:

Bellevue St. S.E. - Mission St. S.E., Salem, Ore.

S.A.U. 1555 - (12th & 13th Sts.) Marion County, Oregon.

Suretys are Safeco Insurance Co. ofAmerica, 2111 Front St. N.E., Salem, Oregon.

Potts Davis Co Ins. 651 High St. N.E., Salem, Ore.

Yours truly,

SCHARFF BROS.

Adolph Scharff

Adolph Scharff, Owner

RECEIVED
COMMISSIONER'S OFFICE
DEPARTMENT OF TRANSPORTATION

324-1097

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

December 28, 1976

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Ross Brothers Construction Inc.
3501 Brooklake Road NE
Salem, Oregon 97303

ATTN: Ray Ross

Subject: Reaffirming Resident Engineer Assignment
Bellevue St.-Mission St. Section
Salem Area FAU 1555
Contract 8246

Dear Mr. Ross:

With the retirement of Resident Engineer E. J. Hall December 31, 1976, it has become necessary to reassign Resident Engineer Loren Weber to take over Mr. Hall's former crew and workload. Mr. Weber will also be taking with him some of his former work. Namely, the subject project.

His mailing address wil actually remain the same: Resident Engineer Loren Weber, c/o Oregon Department of Transportation, P. O. Box 30, Salem, Oregon, 97310. His office location will change to 2111 Front St. NE, Room 210, telephone 378-8135.

Although Mr. Weber will have a new crew to work with, you will find him continuing to work with you with the few remaining construction and paperwork items on this project as he has in the past. Thank you for your understanding and bearing with us on the necessity of this small change.

Sincerely,

ORIGINAL SIGNED BY
G. W. WIMER
Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
cc: C. T. Keasey
Salem City Engr. Ed Sigurdson
Don Harwell
Loren Weber

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 29 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8246

1

DATE: December 10, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Bellevue St.-Mission St. (Salem) Section
Request for Increase in Project Authorization
Contract No. 8246

A 5.7 percent overrun is expected on this project. This is a Federal-aid Urban project on Salem city streets, primarily on new alignment with a new structure over Shelton Ditch and with reconstruction of existing streets on each end of the project.

The project is an entranceway to the City's new Pringle Creek Parkway and subject to particular attention on the part of the City from an appearance standpoint. This resulted in a comparatively large plan change requested by the City to increase the landscaping and related irrigation work on areas of right-of-way back of the sidewalks. The two added orders to accomplish this amount to $29,290, which is more than the contingency funding available in the original authorization. Another change to add an interconnection between a traffic signal and the railroad nearby cost almost $5,000 additional. These added items and the related engineering costs are federal participating.

The project is virtually complete, being under a stop work order now awaiting materials for a minor late change in the illumination.

Your approval of an increase of $38,484.85 to a new project authorization of $715,214.98 is requested. This will be on the Consent Calendar for your consideration at the December 21 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
C. O. Fredrickson
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8246

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 7, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Bellevue St.-Mission St. (Salem)
Contract No. 8246
Request for Increase in Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing an expected 5.7 percent overrun on this project. This is a Federal-aid Urban project on Salem city streets, primarily on new alignment with a new structure over Shelton Ditch and with reconstruction of existing streets on each end of the project. The project is an entrance way to the City's new Pringle Creek Parkway and subject to particular attention on the part of the City from an appearance standpoint. This resulted in a comparatively large plan change to increase the landscaping and related irrigation work by adding significant areas of right of way back of the sidewalks, mostly on the new alignment or northerly portion of the project. The two added orders to accomplish this amount to $29,290, which is more than the contingency funding in the original authorization.

This, of course, also took more engineering which is expected to overrun 56 percent, partly because of the added work. The very nature of the project requires a high percentage of subcontracting with signals, a structure, landscaping, curbs and paving all involved. The prime contractor, (Ross Brothers), built the structure promptly, but the other items have been performed by subs on an intermittent basis, while they do other work in the area. This aggravates engineering costs. Perhaps we get some cost benefit by allowing plenty of contract time for this kind of project, so that the various subs can do the work in what is the most economical manner for them. The low bid for this project was 13.2 percent under the State's estimate.

The project is virtually complete, being under a stop work order right now awaiting materials for a minor late change in the illumination. The amendment type price agreements in the project amount to only about 3 percent of the original contract amount, so this does not have to go to the Public Contract Board. A rough draft letter to the Transportation Commission is attached requesting an increase of $38,484.85 to a new project authorization of $715,214.98.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8246

12-7-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-1555(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-20

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-28-75	12-3-76	FAU 1555	City Street

GENERAL LOCATION:
Bellevue St. - Mission St. (Salem)

GENERAL DESCRIPTION OF WORK:
Place AC pavement Leslie St. & 13th St. and in local low areas where minor ponding has developed.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-3-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $250 - Federal Funds $195.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-9-76	G. K. Hoesmier for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-455

SP*7146-736

Form FHWA 121 (Rev. 5-73)

8216

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 7, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project FAU-M-1555(3)
Bellevue St.-Mission St. (Salem)
FAU 1555 12th & 13th Streets
Extra Work Order No. 11

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: C. T. Keasey, Construction Engineer

The Extra Work Order No. 11 for the subject project covering the raising of the pressure vacuum breaker has been reviewed.

The breaker had been installed as per instructions from the City. Following this installation, the City decided it must be raised. A revision of this type is considered to be in a maintenance category and should be their responsibility. Therefore, we consider this as a non-participating item and the order coded as such.

G. K. Hansen
for G. L. Green

cy Rubin

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO
Keasey
FOR
Info | Insp | R/W | D/R | Sec | Act | File

FAILS -

OREGON STATE HIGHWAY DIVISION
c/o Loren A. Weber
P. O. Box 14030
Salem, Oregon 97310
November 23, 1976

REGION 2 ENGINEER
RECEIVED
NOV 26 1976
LE ICE RME RTE ROE
UTE GEO RSO ROC SEE

CON 5
324-1097

Ross Bros. Construction Inc.
3501 Brooklake Road N. E.
Salem, Oregon 97303

Attention: Mr. Ray Ross

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE

Re: Final Inspection Details
Bellevue St.-Mission St. (Salem)
FAU 1555 12th & 13th Streets
Marion County
Contract No. 8246

11-29-76

Dear Sir:

There were numerous items of concern expressed by the City people when we had the Final Inspection on Monday, November 22, 1976.

Two of these items had to do with claims which had been brought to their attention.

The first was the E. R. Boise accident which happened in April. The second was the billing from Outdoor Fence Co. to Aloha-Cahoy for some equipment work.

When these have been taken care of, will you let me know so I can so advise the City.

There were four items of concern with the signal system:

1- The mounting device used for the heads. We used an elevator plumbizer instead of the Standard they wanted. This is in the process of review by us at present and we will advise you as soon as a decision has been reached as to a course of action.

2- The extension of the signal pole located in the N. W. Quandrant of Bellevue & 12th Street. So far as I know we are awaiting delivery of the materials for the extension and arm, though I haven't had any conversation regarding this recently. The last correspondence I have was September 30, when I wrote Hamilton that the supplier needed an exact demension of the top of the existing pole. This was obtained by Hamiltons people on October 18 and I assume forwarded to their supplier though I have no correspondence so indicating.

3- There is an old interconnect on Mission between 12th & 13th which should be removed.

4- The pin for the Police Panel door on the cabinet at 12th is either broken or missing and needs replaced.

There were some Landscape items of concern. These were:

1- Change the high heads to pop up in the two short sections just North of the

11-29-76 cc CJ Kenney
Dave Haswell

Bridge and the one where 13th enters 12th Street Southbound. This may be done under EWO #11.

2- Raise 1st pop up head behind the walk just South of the Railroad Driveway.

3- Plant maple trees in the islands on the West side of 13th Street South of the Bridge.

4- Add some top soil along the sidewalk, mainly in the new seeded lawn area where there is at present either a drop off or a depression in the lawn. This would also apply in some of the planting areas where the bark mulch may have to be moved aside to accomodate the additional soil.

5- The seeded lawn hasn't fully developed in some areas. It was determined that since the lawn was planted in the late Fall (October 19) the establishment will carry over to next spring when any necessary re-planting may be done.

6- They want the irrigation system drained for the winter. In connection with this we should have our inspector there when this is done so we may leave instructions with the City as to how it is accomplished.

7- An item not discussed at the meeting but found by one of our people was the valve boxes. These need to be either raised or have the holes cut out such that the boxes don't rest directly on the pipes.

Two other items of concern were:

1- When 12th Street was paved apparently some material either dropped into or covered the catch inlet on the N. W. corner of the Bridge such that it doesn't collect water properly.

2- The new Bike Ramp (corner of Mill & 13th) has an excessive drop-off to the pavement. Their note indicated a complete rebuild of this as being desireable because it was,in their opinion, also too steep. We may want to look at this together to determine what would be the best course of action to take.

Finally, it is apparent that some type of protection is needed off the N. W. and S. E. corners of the Bridge. We have had some conversation with the City regarding this but to date no meeting of the minds as to just how to accomplish the task.

I will work up a design and have it reviewed by them and our people so hopefully the problem may be taken care of. This would, of course be an extra item so far as you are concerned, and we will keep you advised.

Very truly yours,

Loren A. Weber
Resident Engineer

LAW/rf

cc: Gerald Wimer
Ralph Lambert City Of Salem
File

8246

324-1097

15

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

RECEIVED
DOT OPERATIONS
NOV 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO
Info | Invest | R/D | D/R | Sign | Act | File

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1976

NOTED
E. S. HUNTER

NOTED
F. B. KLABOE

Ross Brothers Construction, Inc.
3501 Brooklake Road North
Salem, Oregon 97303

ATTN: Ray Ross

Subject: Alleged Finishing Discrimination
Bellevue-Mission Street Section
Salem FAU 1555
Contract 8246

Dear Ray:

Thank you, Ray, for taking the time to meet on the project with Resident Engineer Loren Weber, Inspector Bob Ackerman, and myself from 8:30 to 9:15 a.m., Thursday, November 4.

The meeting was in response to one of your subcontractors, Jack Cushing, calling me Tuesday, November 2, alleging this office allowed differential finishing inspection on this project. Mr. Cushing did not show up.

I personally walked the project Wednesday, November 3. No differential was found.

Subsequently, Region Operations Engineer Ted Litchfield rode the bikeway. He found it no better, nor worse than other bikeways we have accepted. He did indicate that without the joint smoothing that has recently been done, this would not have been so.

The whole project is good looking. The only exception might be some of the grades for which the State is responsible that were used in matching old pavements in an effort to minimize cost.

If Mr. Cushing has further facts that have not been considered, I would welcome receiving them, particularly through you, the prime contractor. It is understood you share the thoughts of this office that every effort has been made by our State engineering and inspecting representatives to be impartial in the application and enforcement of the plans and specifications. If not, I would like to be the first to know the facts.

Again, thank you for taking the time to meet and review this matter.

Very truly yours,

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
cc: Jack Cushing
E. S. Hunter
C. T. Keasey
Loren Weber

F-4015

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION
SALEM, 97310

FOR ADDITIONAL INFORMATION CALL: Loren A. Weber
SALEM 378-8250

July 8, 1976

76-140-Se
FOR IMMEDIATE RELEASE

The couplet extension of 13th Street from Mission Street north to Mill Street will be opened to traffic during the afternoon of Wednesday, July 14, it was announced jointly today by the State Highway Division and the City of Salem.

The new extension will connect to the recently completed Pringle Creek Parkway, west of 12th Street, to provide easy entry to the City Center.

It will bypass the two right angle turns on Leslie Street from 13 to 12th Streets. 12th Street will become one-way southbound, south of Bellevue.

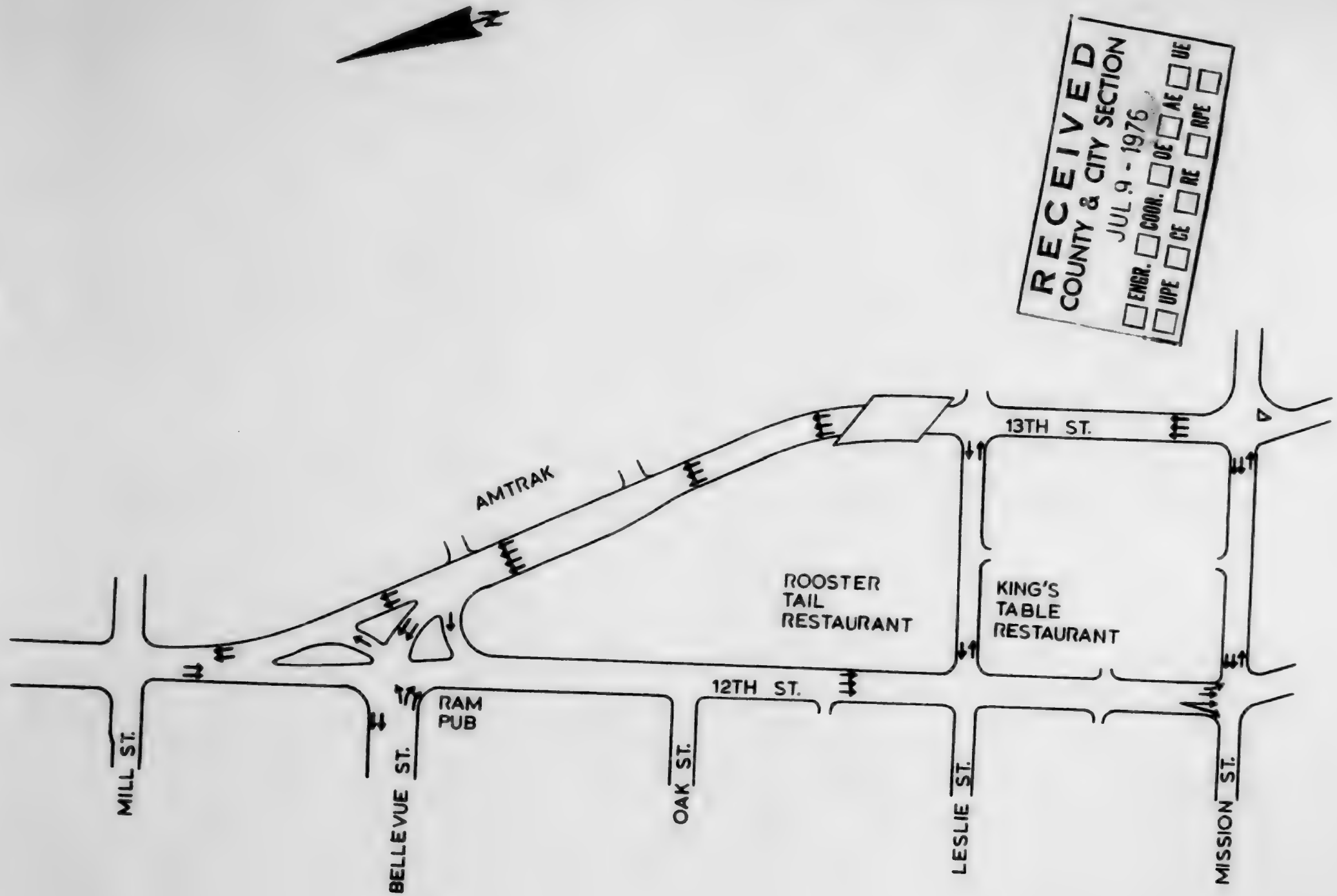
Signing will designate the new traffic patterns. Traffic signals and illumination will also be in operation.

The attached sketch shows the new traffic patterns.

# # #

RECEIVED
COUNTY & CITY SECTION
JUL 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JUL 9 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



FHWA Salem

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 324-1097

February 25, 1976

Salem, Oregon

ORIGINAL SIGNED BY
G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Additional Landscaping
Bellevue-Mission St. Section
FAU 1555 12th & 13th Sts.
Contract #8246

Attached is a plan and a January 27, 1976 letter from City of Salem City Engineer Edward A. Sigurdson proposing approximately $18,900 of additional landscaping on the subject project. This additional landscaping is a result of an environmental review conducted by the FHWA.

Also attached are Resident Engineer Loren A. Weber's February 9, 1976 letter of transmittal raising the estimate to $19,740 and a February 13, 1976 letter indicating there are sufficient project funds to accommodate this additional work.

Acting Landscape Engineer, Merlyn A. Anderson, was requested to review the proposal on two counts:

1. Whether any additional areas were proposed which should not, for some reason or another, be planted. The last sentence in his attached February 19, 1976 reply apparently answers that question.
2. Whether the plantings proposed in the additional areas were appropriate or not. His primary concern is that quantities have been underestimated without giving a dollar value.

Time is of the essence in this matter since, in all likelihood, the contractor will try to do the plantings called for by the contract this spring in order that the establishment period may be confined to this year and not carried over for another. This proposal is almost an overreaction. However, considering the review to date, it does not appear that there is any other choice. May we have your concurrence and return of our copy of the plan?

GWW/dea
Attach.
cc: Don Harwell
Merlyn Anderson
Loren Weber

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Form A-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8246

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Bellevue St.-Mission St. (Salem) Date February 9, 1976

Highway FAU-1555 12th & 13th Sts. F.A.P. No. FAU-M-1555(2)

County Marion Prefix 324-1097 Account No. 278-04

Description of Work To Be Done:

Permanent pavement striping 12th and 13th Sts.

APPROVED EFFECTIVE DATE 2/13/76
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE G. K. Hossner Dist. Engineer
DATE 2/24/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Hill Street on the north, Mission Street on the south

Estimate of Quantities and Costs:

As per the City's estimate, letter and plan attached - $500.00

Explanation:

The City has, by the attached letter, indicated that they plan to do the work. Funds have been provided in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer

Project authorization	$676,730.13
Present estimate of project cost, including $500.00 for work under this order	$676,730.13
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Loren F. Weber, Resident Engineer

Approval Recommended: A. O. Kemp, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

ISSION-BELLEVUE ST (SALEM) CONT NO FA PROJ NOS M 155002 100

	324	2512	296	00 N 9	1,310.68CR	6,480.25CR	254,028.51CR

L TO DATE JOB COST SUMMARY — NOVEMBER 1975 — PAGE 471

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324	2512	298	00 N 9	1,310.68	6,480.25	214,028.51
	324	2512	299	00 N 9			40,000.00
	324	2512	401	00 P 1		215.00	252,885.00
	324	2512	403	00 P 1			3,019.68
	324	2512	404	00 P 1			150.00
	324	2512	405	00 P 1			1,800.00
	324	2512	406	00 P 1			1,095.00
	324	2512	407	00 P 1	1,501.20	1,502.40	10,939.85
	324	2512	412	00 P 1		60.00	110.00
	324	2512	413	00 P 1			1.09
	324	2512	414	00 P 1			1,666.12
	324	2512	426	00 P 1	143.72	887.58	1,062.64
	324	2512	426	00 N 1		322.74	322.74
	324	2512	426	53 P 1		27.75	27.75
	324	2512	930	00 P 1			800.10
	324	2512	950	00 P 1			171.52
			TOT	P1	1,644.92	2,692.73	273,728.75
			TOT	N1		322.74	322.74
			** JOB TOTALS **		1,644.92 **	3,015.47 **	274,051.49 **

E 89TH AVE-SE 106TH AVE CONT NO FA PROJ NOS M 600002 100 M 600002

	326	2548	296	00 N 9	593.74CR	43,242.78CR	219,903.99CR
	326	2548	297	00 N 9			6,000.00
	326	2548	298	00 N 9	593.74	43,242.78	181,903.99
	326	2548	299	00 N 9			32,000.00
	326	2548	401	00 P 1	10,750.00	11,950.00	49,197.00
	326	2548	401	00 N 1		500.00	6,220.00
	326	2548	403	00 P 1		15,517.00	68,445.36
	326	2548	404	00 P 1			2,682.64
	326	2548	405	00 P 1		35,938.00	41,457.00
	326	2548	405	00 N 1		5,185.00	5,185.00

COST SUMMARY — NOVEMBER 1975 — PAGE 324

OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324	1943	909	00 P 1			2,862.33
	324	1943	909	00 N 1			32.93
	324	1943	910	00 P 1			1,057.25
	324	1943	911	00 P 1			2,150.73
	324	1943	911	00 N 1			.50CR
	324	1943	912	00 P 1			3,433.48
	324	1943	914	00 P 1			171.05
	324	1943	915	00 P 1			3.93
	324	1943	918	00 P 1			603.84
	324	1943	918	00 N 1			.07CR
	324	1943	920	00 P 1			133.79
	324	1943	921	00		335.76CR	
	324	1943	921	00 P 1		702.17	2,785.31
	324	1943	922	00 P 1			189.52
	324	1943	923	00 P 1			10,156.01
	324	1943	923	00 N 1			12.60CR
	324	1943	950	00 P 1			219.12
	324	1943	980	00 P 1			2,607.70
	324	1943	980	00 N 1			74.65CR
			TOT	00		335.76CR	
			TOT	P1		748.69	65,800.66
			TOT	N1		20.04	145.40
			** JOB TOTALS **		**	432.97 **	65,946.06 **

RD (SALEM) CONT NO FA PROJ NOS M 560001 100 — STATE

324	1963	296	00 N 9			1,265.45CR	3,900.00CR
324	1963	298	00 N 9			1,265.45	3,900.00
324	1963	901	00 P 1			618.29	759.48
324	1963	905	00			3.60CR	
324	1963	905	00 P 1		1.98	1,304.58	3,315.32
324	1963	906	00 P 1		423.30	5,798.55	7,029.74
324	1963	906	00 N 1			526.03	621.29
324	1963	909	00 P 1				130.98
324	1963	912	00 P 1		1.44	1,550.45	1,550.45
324	1963	923	00 P 1			345.80	531.51
324	1963	924	00 P 1				113.05
324	1963	950	00 P 1			40.16	40.16
		TOT	00			3.60CR	
		TOT	P1		426.72	9,657.83	13,470.69
		TOT	N1			526.03	621.29
		** JOB TOTALS **			426.72 **	10,180.26 **	14,091.98 **

NG (SALEM) CONT NO FA PROJ NOS RRP 528004 100 — STATE

324	1964	901	00 P 1				157.39
324	1964	906	00 P 1		29.70	29.70	29.70

Form E 30-1 (Rev 9-71)

FAUS

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Mission St. - Bellevue St. (Salem) Date October 31, 1975, 19

Highway 13th Street S.E. (FAUS 3074 & 5051) Authorization No. 3

County Marion Survey Prefix 324-1943 (Assigned by Salem office)

Description of termini, route, length, etc.:

Extend 13th Street from the intersection of Leslie Street on the south to the intersection of 12th Street on the north.

Location survey to prepare plans and estimates for construction of 13th Street extension.

Purpose of survey:	Field	901	11,600
	Plans	905	8,900
	Bridge	906	19,000
	Prelim. Design	907	250
	R/W	909	2,900
	Soils	910	1,100
	Traffic	911	2,150
	Landscape	912	3,450
	Utility	914	200
	Loc.	918	600
	Office Engr.	920	150
Estimate of cost:	Specifications	921	2,800
	Planning	922	200
	Environmental	923	10,150
	Seminars	950	200
	Hearings	980	2,550

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 66,200

Previous authorization 31,000

Additional authorization requested 35,200

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Engr. — Field Engineer

Recommended for Approval:

Regional Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Recommended for Approval:

W. H. Lebeau for
Location Engineer

Approved:

L. J. Miller
Assistant State Highway Engineer

8246 #8246 #2-13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project M-1555(3)
Shelton Ditch Bridge
Experimental Work Plan
Category 2 Experimental Project

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN Mr. R. L. Schroeder, Asst State Highway Engineer

Your work plan for the epoxy-coated reinforcing steel on the above project is acceptable to us. You have our approval to proceed.

for G. L. Green

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

11-3-75
Copy to Gordon Beecraft

RECEIVED
STATE HWY ENGR
OCT 31 '75
REFER TO
Schroeder
FOR
Info | Invest | R-D | D-R | Sign | Act | File

Wall Hart
Rubien
10-31-75

#8246

October 21, 1975

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Shelton Ditch Bridge
Mission St.-Bellevue St. Section
Experimental Work Plan
Category 2 Experimental Project

Attached are two copies of a revised work plan and reporting procedure for the epoxy coated reinforcing steel for the Shelton Ditch Bridge.

This revision was initiated because of results of tests conducted by FHWA on epoxy coated rebar. These tests indicated sizable damaged areas can exist in the epoxy coating without causing deck distress. The revised work plan proposes to evaluate three bars that are perfectly coated, three that have minor damage to the coating, and three that are uncoated.

Please return one copy of the work plan with your approval and/or comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Attachments
bc F. B. Klaboe
E. S. Hunter
Gordon Beecroft
W. J. Hart

GB:lt: ab

CATEGORY 2 EXPERIMENTAL FEATURES PROJECT

EPOXY COATED REINFORCING STEEL IN BRIDGE DECKS

WORK PLAN
(Revised Oct. 17, 1975)

PURPOSE: To determine the effectiveness of epoxy coated rebar in combating deck deterioration caused by roadway salting, and to determine the cost of coated rebar in relation to other methods of deck protection.

SCOPE: Place epoxy coated rebar in the deck of one structure where salt is used for snow removal.

LOCATION: Shelton Ditch Bridge, 13th St., Salem, Oregon.

TYPE: The following products have been prequalified.

1. Micron 650 - Blue Epoxy
2. Scotchkote 202
3. Ciba-Geigy-LSU431-Formula 907-2-5
4. Dupont - Flintflex 531-6020
5. Dupont - Flintflex 531-6080
6. Epoxy Powder 720-A-009

INSTALLATION:

The top layers (both transverse and longitudinal) of the deck steel and sidewalk steel, and the top longitudinal beam steel shall be coated.

INSPECTION:

Reinforcing steel will be inspected during coating process and during installation.

TESTING AND REPORTING:

Three groups of rebar with varying degrees of protection will be tested. The first group of bars will have an epoxy coating that has been made free of holidays and defects. The second group of bars will have an epoxy coating but no attempt will be made to repair flaws in fabrication nor damage in handling. Finally, the third group will be uncoated rebar. A total of 9 bars will be tested with 3 from each group.

Two tests will be conducted on these bars. The first will measure the permeability of the epoxy coating by the electrical resistance method and the second test will measure

active corrosion by the half cell method. The resistance measurements will be made at the conclusion of the deck construction and at one-year intervals for 5 years. The active corrosion measurements will be made one year after construction and for 4 years thereafter.

In addition, the chloride ion concentration in the deck will be measured at the same time as the active corrosion testing. Interim results will be reported in October of each year and a final report will be made in October 1980.

ESTIMATED COST:

Additional Cost for Experimental Item:

Epoxy Coating @ $ 0.40 per lb. of Rebar in Place

56,000# @ 0.40 =	$22,400.00
Inspection, Testing and Reports =	1,600.00
TOTAL	$24,000.00

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8246

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Bellevue St. S.E.-Mission St. S.E. (Salem) Date 8/18, 19 75

Highway FAU - 1555 12 th & 13 th Streets F.A.P. No. FAU-M-1555 (3)

County Marion Prefix 324-1097 Account No. 269 (02)

Description of Work To Be Done: Furnish-materials & Labor to place Electrical Connections to the Deck Reinforcing Bars.

Approval Recommended as of 8-[illegible]

Location by Station Numbers: Bridge # 16009

Estimate of Quantities and Costs:

Labor	325.00	
Materials	75.00	
TOTAL	$ 400.00	

APPROVED EFFECTIVE DATE 8/26/75
Contingent upon modification of project agreement if additional funds are required

BY L.K. Hansen

TITLE Asst Engr

DATE 9/24/75

FEDERAL HIGHWAY ADMINISTRATION

Explanation: Hook up to be made by State Forces as per Special Provisions,

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 676730.13

Present estimate of project cost, including $ 400.00 for work under this order $ 676730.13

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: L.K. Hansen
Regional Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Salem
City Hall
Salem, Oregon 97301
Attention of Mr. B. T. Van Wormer, Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1516

Date July 25, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Urban System Project M-1555 (3)
Mission Street - Bellevue Street Section
S. E. 13 Street, FAU 1555
City of Salem

Itemized Statement:

Advance Deposit $74,440.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject project.		
		Contract No. 8246		
		Amount to be transferred		$70,440.00
		To be retained		$ 4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $74,440.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
324-1097-299

Submitted by:
Gary E Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Budget Bureau No. 41-R2068; Approv

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)–(20) — PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.) 21–65 — ADT: 11,000 — FUTURE ADT: 19,800 (66) — YEAR: 94 (70)(71)(72) — REGION: 10 (74)(75) — STATE NAME: Oregon (2) — ST CO

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces): Right-of-way Acquisition 28–62 — NATL. FOREST (63)–(65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68); SUPV AGCY 69; DA CLASSIF. 70; DA AREA 71; EMERG. YR. 72–73; PL AUTH YR 74–75 — PROJECT NUMBER: PREFIX LETTER(S) 14–23: M- — NUMBER-AGR. NO. 7: 1555(2)

CARD 4 — CLASS OF FEDERAL FUNDS [1]: Urban System — COUNTY NAME: Marion — NAME OF URBAN AREA (17-31): Salem — F.A. SYSTEM: Urban System — RTE NO.: U — FEDERAL AID: 1555 — STATE (32): City St.

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
											(54) (58)	(59)–(66)	(67)–(76)		
1		16	41	42	43 - 44	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	15	M-3074(2)	City St. Salem (Mission St. to Bellevue St.)	0.31	400,000	312,700	43,650(City) 43,650	ROW acqui including
										PROJECT TOTAL	0.31	400,000	312,700	87,300	
5					PE ROW CONST		REQUESTED REVISION Stage 2	15	M-1555(2)	City St. Salem (Mission St. to Bellevue St.)	0.31	400,000 (16)–(23)	312,700 (24)–(33)	43,650(City) 43,650	ROW acqui including
										PROJECT TOTAL	0.31	400,000	312,700	87,300	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐ — COLUMN 14 ⟶ CODE 11 — CODE 2

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the urban system route.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
August 16, 1974	DATE: July 14, 1975	DATE	DATE
OTHER: October 11, 1974 December 16, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

R

7-14-75

#5346

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
City St. Salem (Mission St. to Bellevue St.)	ADT 11,000	19,800	94	10	Oregon	41	W32	15

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
y Acquisition								M-	1555(2)		

L FUNDS	COUNTY NAME	CODE
Urban System	Marion	047

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Salem	Urban System	U	1555	City St.	--

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	15	M-3074(2)	City St. Salem (Mission St. to Bellevue St.)	0.31	400,000	312,700	43,650(City) 43,650	ROW acquisition, all phases including incidentals.
					PROJECT TOTAL	0.31	400,000	312,700	87,300	
PE ROW CONST		REQUESTED REVISION Stage 2	15	M-1555(2)	City St. Salem (Mission St. to Bellevue St.)	0.31	400,000	312,700	43,650(City) 43,650	ROW acquisition, all phases including incidentals.
					PROJECT TOTAL	0.31	400,000	312,700	87,300	

R-9 has been submitted Yes ☐ days.

PROJECT WITHDRAWN YES ☐

CODE 11 → CODE 2

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

ing into two or more projects. Prepare a form PR-1 for all esulting from such action.

PROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
st 16, 1974	DATE: July 14, 1975	DATE	DATE
ber 11, 1974 mber 16, 1974	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

anster from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48980-P61

THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTM BUREAU

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19-20)	PROJECT LOCATION (45 typewriter spaces) 21-65: City St. Salem (Mission St. to Bellevue St.)	ADT	11,000	FUTURE YEAR: 19,800 (66-70) / 92 (71-72)	REGION (74-75): 10	STATE NAME: Oregon	STATE CODE (2-3): 41		
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28-62: Preliminary Engineering	NATL. FOREST (63-65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66-68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72-73	PL AUTH YR 74-75	PROJECT NUMBER: PREFIX LETTER(S) 14-23: M-	NUMBER-AGR. NO. 7-12: 1555(1)	
CARD 4	CLASS OF FEDERAL FUNDS [1]: Urban System						COUNTY NAME: Marion				
	NAME OF URBAN AREA (17-31): Salem	F.A. SYSTEM: Urban System					RTE NO.: U	FEDERAL AID: 1555	STATE (32-36): City St.		

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL. (42)	WORK TYPE (43-46)	STEPS (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-58)	PROJECT COST: TOTAL COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	CHARACTER OF PROPOSED WORK
1		16	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1	M-3074(1)	City St. Salem (Mission St. to Bellevue St.)	0.3	70,000	44,400	12,800(City) 12,800	Preliminary all phases
										PROJECT TOTAL	0.3	70,000	44,400	25,600	
5					PE ROW CONST		REQUESTED REVISION Stage 2	1	M-1555(1)	City St. Salem (Mission St. to Bellevue St.)	0.3	70,000 (16-23)	44,400 (24-33)	12,800(City) 12,800	Preliminary all phases
										PROJECT TOTAL	0.3	70,000	44,400	25,600	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To change the project number and federal-aid route number to correspond with the pre urban system route.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: May 8, 1972	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER: May 17, 1972 January 22, 1974 July 29, 1974 August 8, 1974 February 20, 1975	DATE: July 14, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7-14-75

9428

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.)

ADT: 11,000 — FUTURE ADT: 19,800 — YEAR: 92 — REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 — APPN. CODE: W32 — ITEM NO.: 1

PROPOSED WORK (35 spaces): ry Engineering

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): M- | NUMBER-AGR. NO.: 1555(1)

I PROJECTS ONLY: POST MI. | DESIG.

ERAL FUNDS ‡: Urban System

COUNTY NAME: Marion — CODE: 047

N AREA: Salem

F.A. SYSTEM: Urban System

RTE NO.: U — FEDERAL AID: 1555 — STATE: City St. — U.S.: —

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS*	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED Stage 2	1	M-3074(1)	City St. Salem (Mission St. to Bellevue St.)	0.3	70,000	44,400	12,800(City) 12,800	Preliminary engineering all phases.
ROW										
CONST										
					PROJECT TOTAL	0.3	70,000	44,400	25,600	
PE		REQUESTED REVISION Stage 2	1	M-1555(1)	City St. Salem (Mission St. to Bellevue St.)	0.3	70,000	44,400	12,800(City) 12,800	Preliminary engineering all phases.
ROW										
CONST										
					PROJECT TOTAL	0.3	70,000	44,400	25,600	

PR-9 has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

REASON FOR CHANGE:
To change the project number and federal-aid route number to correspond with the present approved urban system route.

splitting into two or more projects. Prepare a form PR-1 for all ts resulting from such action.

PPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
May 8, 1972	DATE: July 14, 1975	DATE	DATE
May 17, 1972			
January 22, 1974			
July 29, 1974			
August 8, 1974			
February 20, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48908-P61

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

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FORM 81.734.3030

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 25, 1975

FROM: Specifications Unit

SUBJECT: Footpaths and Bicycle Trails for
Bellevue St. SE-Mission St. SE
(Salem) Section
FAU 1555 (12th & 13th St. SE)
Marion County

TO: Victor D. Wolfe, Location Engineer
Attention: Don Shaffer

NOTED
E. S. HUNTER

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
26.	Concrete Walks	Sq.Yd.	365	7.00	2,555.00
59.	Str. Conc. Class 3300	Cu.Yd.	11.85	154.00	1,824.90
60.	Str. Conc. Class 4000	Cu.Yd.	9.7	156.00	1,513.20
61.	Reinforcement	Lbs.	4,320	0.22	950.40
62.	Epoxy Coated Reinforcement	Lbs.	2,505	1.60	4,008.00
64.	Three Tube Metal Railing	Lin.Ft.	5	45.00	225.00
65.	2-in. Electrical Conduit	Lin.Ft.	5	2.50	12.50

TOTAL $11,039.00

Width: 8' Length: 1,205

Total of all contract items $ 589,538.00
1.9 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
Bob Church

RECEIVED
JUN 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8546

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1975

TO Oregon Transportation ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.I. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 459, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

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in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

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3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

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9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

8246

Copy 9-1-1 Salem Sp

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

5-28-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-1555(3)

STATE PROJECT NO.: Mission St-Bellevue St.

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-20

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

RECEIVED
STATE HWY ENGR
JUL 7 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
May 28, 1975	May 28, 1975	Urban Route 1555	City Street

NOTED
E. S. HUNTER

GENERAL LOCATION:

City of Salem

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement, structure, illumination and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Railroad Protective Services $4,000
Permanent Pavement Striping $1,000
Temporary Erosion Control $2,000
On the Job Training $ 800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's May 23, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed Title Sheet is returned herewith.

7-7-75
ORIGINAL TO
L.W. Rulien
w/att

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-28-75	G. K. Hosmer for	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8246

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FORM E. 20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 22, 1975

TO L. W. Rullen
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Bellevue Street S.E.-Mission Str. S.E. Sec.
12th and 13th Streets Couplet - Salem
Marion County

Due to our inability to file condemnation on the two remaining files until title problems were straightened out, the right-of-way on this project will not be cleared so that we can certify it until the June 19 letting.

The Letters of Offer are now prepared and after the legal requirement of waiting 20 days, condemnation will be filed and as soon thereafter as money can be deposited into court we can take possession and I can certify the project.

JRO:ha
cc E.S. Hunter
C. G. Swenson

NOTED
E. S. HUNTER

RECEIVED
APR 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

Budget Bureau No. 41-R2068; Approval

U.S. DEPAR BURE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD																							
2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) City St. Salem (Mission St. to Bellevue St.) 21–65	ADT	11,000	FUTURE YEAR (66) 19,800 (70)(71) 95 (72)	REGION (74) 10 (75)	STATE NAME Oregon	STATE CODE 41 (2)
3	CHARACTER OF PROPOSED WORK (35 spaces) Gr., Dr., H.T. pave, str., Illum. & signals 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PROJECT NUMBER: PREFIX LETTER(S) M- 14–23	NUMBER-AGR. NO. 1555(3) 7
4	CLASS OF FEDERAL FUNDS [1] Urban System						COUNTY NAME Marion	
	NAME OF URBAN AREA 17-31 Salem	F.A. SYSTEM Urban System					RTE NO. U	FEDERAL AID 1555	STATE (32) City St. (3

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	CHA PRO
1	11	16	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	20	M-3074(3)	City St. Salem, (Mission St. to Bellevue St.)	0.31	780,000	609,800	85,100(Cty) 85,100	Gr., Dr., 2- lanes H.T. p & 8'L sidewa Traffic sign landscaping system & 11
										PROJECT TOTAL	0.31	780,000	609,800	170,200	
5					PE ROW CONST		REQUESTED REVISION Stage 2	20	M-1555(3)	City St. Salem, (Mission St. to Bellevue St.)	0.31	(16) 780,000 (23)	(24) 609,800 (33)	85,100(Cty) 85,100	Railroad pro required. Same
										PROJECT TOTAL	0.31	780,000	609,800	170,200	

CARD 1		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11 / CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

To change the project number and federal aid route number to corresp with the present approved urban system route.

DATE OF INITIAL APPROVAL: February 12, 1975	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: April 17, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

4-17-75

8248

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ACTION NO.

TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

UMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	City St. Salem (Mission St. to Bellevue St.) 21 65	ADT	11,000	19,800 (66)	95 (70)(71)(72)	10 (74)(75)	Oregon	41 (2)(3)	W32 4 8	20 (14)(16)

R OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
		FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
., H.T. pave, str., Illum. & signals 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	M- 14 23	1555(3) 7 13	(24) (26)	27

FEDERAL FUNDS [1]	COUNTY NAME	CODE
Urban System	Marion	047 14 18

BAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Salem	Urban System	U	1555 (32)	City St. (36) (37)	- - (41)

PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
(1)	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
		PE		ITEM AS NOW PROGRAMED Stage 2	20	M-3074(3)	City St. Salem, (Mission St. to Bellevue St.)					Gr., Dr., 2-14' & 1 12' lanes H.T. pave. with 5'R & 8'L sidewalks, Illum., Traffic signals, signing, landscaping, irrigation system & 116' RDCG bridge
		ROW									85,100(Cty)	
		CONST						0.31	780,000	609,800	85,100	
				PROJECT TOTAL				0.31	780,000	609,800	170,200	
		PE		RE-QUESTED REVISION Stage 2	20	M-1555(3)	City St. Salem, (Mission St. to Bellevue St.)					Railroad protective service required.
		ROW										Same as above.
		CONST						0.31	(16) 780,000 (23)	(24) 609,800 (33)	85,100(Cty) 85,100	
				PROJECT TOTAL				0.31	780,000	609,800	170,200	

-1 or PR-9 has been submitted last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

CODE 11 ——→ CODE 2

splitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

REASON FOR CHANGE:

To change the project number and federal aid route number to correspond with the present approved urban system route.

APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ary 12, 1975	DATE: April 17, 1975	DATE:	DATE:
	SIGNATURE:	SIGNATURE:	SIGNATURE:
	~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE:	TITLE:

does transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

ES OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48963-P61

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attention: County and City Unit

Re: Federal Aid Project No. M-3074(3)
Project Name Bellevue St.-Mission St. Section
13th St., S. E., FAU 3074

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise or other approved procedure.

Signed at Salem, Oregon,
this 18th day of March, 1975.

City of Salem

Robert S. Moore
City Mgr.

RECEIVED
COUNTY & CITY SECTION
MAR 17 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Copies to: L. N. Rulien
C. O. Fredrickson
J. H. Vorstoss
Jim Chidsey

8246

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project M-3074(2)
Bellevue Street - Mission Street
File 48153, Settecase
Appraisals

DATE: March 14, 1975

In reply refer to: 1041RW.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In light of the divergent value opinions of the two appraisers, the questions and comments raised by the reviewer, and the lack of truly comparable sales, a third appraisal is needed to further document the FMV of the subject property.

In addition, the original appraisers should be asked to discuss more fully the recent sales of the subject property since they are within the 5-year sales history. The values estimated by both appraisers are much higher than these sales indicate, so further discussion is imperative. Both appraisers have assumed that the parcel north of Shelton Ditch enjoys prescriptive access over Southern Pacific Railroad property and the validity of this assumption should be determined by the State. If the assumption is incorrect, the appraisers should be asked to consider the isolated status of this property in their appraisals. Finally, it should be pointed out that the value of the north parcel is dependent upon the costs to develop the parcel together with the Leslie Street frontage. The original appraisers have not documented this point, but rather, tried to adjust dissimilar sales to arrive at a value. Several questions could be raised concerning any city requirements of spanning the ditch with buildings, pedestrian or vehicle bridges, etc. For example, would a commercial establishment be permitted with pedestrian access only? Your comments are requested.

G. L. Green

RECEIVED
STATE HWY ENGR.
MAR 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Copy to Floyd EAA 3-18-75)

R. L. SCHREDER

RECEIVED
MAR 19 1975

FAU

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 19, 1975

Salem, Oregon

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Bellevue St. S.E.-Mission St. S.E. (Salem) Section City Street

TO: Rod Henry
Regional R/W Supervisor

This is to confirm that on February 18, 1975, we handed Perry Crosley one revised Exhibit A in sextuplet covering right of way and a scenic strip to be acquired in connection with the Bellevue St. S.E.-Mission St. S.E. (Salem) Section of a City Street.

The Project Number is M-3074 (2).

This description was revised to include a scenic strip.

Enclosed for your information is a copy of the Revision Request.

We are attaching two prints of map 9B-11-19 covering this area and bearing our date of February 19, 1975.

File No.	Name	Area
48152	Southern Pacific Transportation Co.	59,797 sq. ft. p-1 10,585 sq. ft. p-3 0.61 acre p-2

AC:ks
Enc. 1 Exhibit, etc.

cc: C. O. Fredrickson - 2 prints
Milner Mead
Frank Lowe
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon
J. E. Chidsey
Don Harwell - County-City

Hopkins
Harwell
Holmes ✓
Prange
Unrein
2

RECEIVED
FEB 20 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up ___/___/___
Other

TRANSACTION NUMBER 2-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-12-75

BY (Signature): L.W.RULIEN'S FEBRUARY 5, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 20 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
	M-3074(3)	0.31	780,000	609,800	BELLEVUE ST. SE - MISSION ST. SE (SALEM) SECTION MARION COUNTY- STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURE, ILLUMINATION AND SIGNALS.

RECEIVED
STATE HWY ENGR
FEB 13'75
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | A.T. | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-12-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 915-690

Budg /Bureau No. 41-R2067; Appro

U.S. DEPA BUR

MONTHLY TRANSACTION NO. 2-67

DATE SUBMITTED TO H. Q. FEB 12 1975

FORM PR-1 (REV. 4-61) 2-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.) | ADT | PRESENT: 11,000 | FUTURE: 19,800 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr. Dr. H.T. pave. Str., Illum. & Signals | NATL. FOREST | PE ROUTE NO. | DEPT. AGCY. | FA CLASS. | CD WELL | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER (S): M- | NUMBER: 3074 | SEC

CARD | CLASS OF FEDERAL FUNDS: Urban System | COUNTY NAME: Marion | CODE: 047

NAME OF URBAN AREA: Salem 225 | ROUTE NO. U | FEDERAL-AID: 3074 | STATE: City St. | U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City St. Salem (Mission St. to Bellevue St.)					
5					ROW							
5					CONST (CODE) 6105 X021		"Bellevue St. S.E.- Mission St. S.E. (Salem) Section"	0.31	780,000	609,800	85,100	85,100 (City)
								0.31	780,000	609,800	85,100	85,100

ESTIMATED PROJECT COST BY PHASES

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 13 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

CARD 1 | CODE 1 | 30 | 3 | 3

PREPARED BY

PROJECT TOTALS

PROGRAM APPROVAL DATES

FEB 12 1975

FHWA OREGON DIVISION

REMARKS

For additional data see Item Nos. M
Project Nos. M-3074(1) & M-3074(

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO. 2-67

FEB 12 1975

FORM PR-1 (REV. 4-61)

2-6-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. Salem (Mission St. to Bellevue St.)	ADT	11,000	19,800	95	10	Oregon	41	W32	20

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
pave. Str., Illum. & Signals		B-2		M-	3074	(3)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Marion	047	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Salem 225	U	3074	City St.	

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City St. Salem (Mission St. to Bellevue St.)						Gr., Dr., 2-14' & 1-12' lanes HT Pave. with 5' R & 8' L sidewalks, illum., traffic signals, signing, landscaping, irrigation system & 116' RCDG bridge. Railroad protective service required.
	ROW								
3	CONST (CODE) 6105 X021	3	"Bellevue St. S.E.-Mission St. S.E. (Salem) Section"	0.31	780,000	609,800	85,100	85,100 (City)	ROW - 64' normal; Access Control-partial Parking restrictions-complete.
PREPARED BY			PROJECT TOTALS	0.31	780,000	609,800	85,100	85,100	

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 13 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROGRAM APPROVAL DATES
FEB 12 1975

OREGON DIVISION

REMARKS
For additional data see Item Nos. M-1 & M-15, Project Nos. M-3074(1) & M-3074(2) respectively.

-over-

USCOMM DUSCOMM-DC 46908-P61

BELLEVUE ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
PROJECT NO. M-3074(3)

Remarks continued:

Project Data: The work under this project consists of the construction necessary for the extension of northbound 13th St. one-way couplet to provide for a 40' curbed roadway to accommodate three travel lanes consisting of 2 - 14' outside lanes and 1 - 12' center lane of high type pavement, sidewalks on each side with the east side being combination sidewalks/bikeway, 116' RCDG bridge, installation of traffic signs, illumination, landscaping, irrigation system, install traffic signal at 12th and Bellevue Streets and revise signal at 13th and Mission Streets.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Requirements of IM 50-1-70, PPM 90-1, PPM 20-8: Previously complied with under projects M-3074(1) and M-3074(2).

Design Approval: Location/design approved by FHWA memo of July 29, 1974.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes and the pavement overlay on 12th Street from Leslie Street to Mission St. This particular block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedure required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Control of Utilities: The State has the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Maintenance of Traffic Operations Improvements: A City-State agreem covering maintenance obligations will be proposed to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

Roadway	Type Code 6105	Est. Cost $390,000
Structure	Type Code X021	250,000
Landscape	Type Code Y003	27,000
Illumination	Type Code Y030	50,000
Traffic Signals	Type Code Y031	63,000
		Total Est. Cost $780,000

BELLEVUE ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
PROJECT NO. M-3074(3)

continued:

Data: The work under this project consists of the construc-
essary for the extension of northbound 13th St. one-way
to provide for a 40' curbed roadway to accommodate three
anes consisting of 2 - 14' outside lanes and 1 - 12' center
high type pavement, sidewalks on each side with the east
ng combination sidewalks/bikeway, 116' RCDG bridge, instal-
f traffic signs, illumination, landscaping, irrigation system,
traffic signal at 12th and Bellevue Streets and revise signal
and Mission Streets.

ction, Airports, Railroads, Water Developments, Historical
eational Areas: None involved.

ents of IM 50-1-70, PPM 90-1, PPM 20-8: Previously complied
er projects M-3074(1) and M-3074(2).

pproval: Location/design approved by FHWA memo of July 29,

Circumstances: Included as part of this project is the neces-
ening of 13th Street S.E. from Leslie Street to Mission (one
lock) to 40' which is necessary to provide 3 traffic lanes and
ment overlay on 12th Street from Leslie Street to Mission St.
rticular block of the couplet was set up as Urban System Route
herefore, to eliminate the complications of a separate project
s minor work along with all the extra accounting procedure
d, we are including said work as an incidental part of this
as being required for the overall operation of Urban System
074.

of Utilities: The State has the legal authority to control
by utilities of the right-of-way on this project. A State-
eement to comply with paragraph 6d(1) of PPM 30-4.1 was
d on May 19, 1972.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be proposed to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

Roadway	Type Code 6105	Est. Cost $390,000
Structure	Type Code X021	250,000
Landscape	Type Code Y003	27,000
Illumination	Type Code Y030	50,000
Traffic Signals	Type Code Y031	63,000
		Total Est. Cost $780,000

246

~~PRO 6-2~~

February 5, 1975

TO G. L. Grean, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3074(3)

We are submitting program data for one Urban System project Item No. 20, Project No. M-3074(3), "Bellevue St. S.E.-Mission St. S.E. (Salem) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 have been previously furnished under Projects M-3074(1) and M-3074(2).

It is our present intention to receive bids for this project on March 27, 1975.

Enc.

CL:js

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

2-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.) | ADT | PRESENT: 11,000 | FUTURE: 19,800 | YEAR: 95 | REGION: 10 | STATE NAME: Oregon | STA CO

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr. Dr. H.T. pave. Str., Illum. & Signals | NATL. FOREST | FA ROUTE NO. | SUFX | ADJ. CLASS. | DO AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S): M- | NUMBER: 3074 | SEQ. (3

CARD 4 | CLASS OF FEDERAL FUNDS: Urban System | COUNTY NAME: Marion | CODE: 047

NAME OF URBAN AREA: Salem | ROUTE NO. U | FEDERAL-AID: 3074 | STATE: City St. | U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1					PE		City St. Salem (Mission St. to Bellevue St.)					
5					ROW							
5					CONST (CODE) 6105 X021		"Bellevue St. S.E.- Mission St. S.E. (Salem) Section"	0.31	780,000	609,800	85,100	85,100 (City)
							PROJECT TOTALS	0.31	780,000	609,800	85,100	85,100

CARD 1 | CODE 1 | PREPARED BY

CARD 1 | CODE 14 | PROGRAM APPROVAL DATES

REMARKS

For additional data see Item Nos. M
Project Nos. M-3074(1) & M-3074(2

Gr. 1-12 with side traf ing irr 116 Rai ser

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

2-6-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. Salem (Mission St. to Bellevue St.)	ADT	11,000	19,800	95	10	Oregon	41	W32	20

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave. Str., Illum. & Signals				M-	3074	(3)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Marion	047	1 OR X 2

UZA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Salem	U	3074	City St.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St. Salem (Mission St. to Bellevue St.)						Gr., Dr., 2-14' & 1-12' lanes HT Pave. with 5' R & 8' L sidewalks, illum., traffic signals, signing, landscaping, irrigation system & 116' RCDG bridge. Railroad protective service required.
ROW								ROW - 64' normal; Access Control-partial Parking restrictions-complete.
CONST (CODE) 6105 X021		"Bellevue St. S.E.-Mission St. S.E. (Salem) Section"	0.31	780,000	609,800	85,100	85,100 (City)	
		PROJECT TOTALS	0.31	780,000	609,800	85,100	85,100	

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

For additional data see Item Nos. M-1 & M-15, Project Nos. M-3074(1) & M-3074(2) respectively.

-over-

USCOMM DUSC OMA-DC 48000-P61

BELLEVUE ST. S.E.-MISSION ST. S.E. (SALEM) SECTION
PROJECT NO. M-3074(3)

Remarks continued:

Project Data: The work under this project consists of the construction necessary for the extension of northbound 13th St. one-way couplet to provide for a 40' curbed roadway to accommodate three travel lanes consisting of 2 - 14' outside lanes and 1 - 12' center lane of high type pavement, sidewalks on each side with the east side being combination sidewalks/bikeway, 116' RCDG bridge, installation of traffic signs, illumination, landscaping, irrigation system, install traffic signal at 12th and Bellevue Streets and revise signal at 13th and Mission Streets.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Requirements of IM 50-1-70, PPM 90-1, PPM 20-8: Previously complied with under projects M-3074(1) and M-3074(2).

Design Approval: Location/design approved by FHWA memo of July 29, 1974.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes and the pavement overlay on 12th Street from Leslie Street to Mission St. This particular block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedure required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Control of Utilities: The State has the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be proposed to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

Roadway	Type Code 6105	Est. Cost $390,000
Structure	Type Code X021	250,000
Landscape	Type Code Y003	27,000
Illumination	Type Code Y030	50,000
Traffic Signals	Type Code Y031	63,000
		Total Est. Cost $780,000

rks continued:

ect Data: The work under this project consists of the construc- necessary for the extension of northbound 13th St. one-way let to provide for a 40' curbed roadway to accommodate three el lanes consisting of 2 - 14' outside lanes and 1 - 12' center of high type pavement, sidewalks on each side with the east being combination sidewalks/bikeway, 116' RCDG bridge, instal- on of traffic signs, illumination, landscaping, irrigation system, all traffic signal t 12th and Bellevue Streets and revise signal 3th and Mission Streets.

em Action, Airports, Railroads, Water Developments, Historical Recreational Areas: None involved.

irements of IM 50-1-70, PPM 90-1, PPM 20-8: Previously complied under projects M-3074(1) and M-3074(2).

gn Approval: Location/design approved by FHWA memo of July 29, .

ual Circumstances: Included as part of this project is the neces- widening of 13th Street S.E. from Leslie Street to Mission (one t block) to 40' which is necessary to provide 3 traffic lanes and pavement overlay on 12th Street from Leslie Street to Mission St. particular block of the couplet was set up as Urban System Route ; therefore, to eliminate the complications of a separate project this minor work along with all the extra accounting procedure ired, we are including said work as an incidental part of this ect as being required for the overall operation of Urban System e 3074.

rol of Utilities: The State has the legal authority to control use by utilities of the right-of-way on this project. A State- agreement to comply with paragraph 6d(1) of PPM 30-4.1 was uted on May 19, 1972.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be proposed to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

Roadway	Type Code 6105	Est. Cost $390,000
Structure	Type Code X021	250,000
Landscape	Type Code Y003	27,000
Illumination	Type Code Y030	50,000
Traffic Signals	Type Code Y031	63,000

Total Est. Cost $780,000

8246

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Shelton Ditch Bridge
Mission Street-Bellevue Street Section
Experimental Work Plan
Category 2 Experimental Project

DATE: January 30, 1975

In reply refer to: 1041DA.5/430.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. W. J. Hart, Bridge Engineer

The work plan for the proposed epoxy coated rebar for the subject structure is approved subject to inclusion of a reporting procedure. Reports should be submitted to this office soon after each test. The final report should include a summary and your recommendations.

We are returning one copy of your work plan as requested.

for G. L. Green

NOTED
E. S. HUNTER
cc Hart
2-6-75

Attachment
Work Plan

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

WORK PLAN

Epoxy Coated Rebar

PURPOSE: To determine the effectiveness of epoxy coated rebar in combating deck deterioration caused by roadway salting, and to determine the cost of coated rebar in relation to other methods of deck protection.

SCOPE: Place epoxy coated rebar in one location where salt is used for snow removal.

LOCATION: Shelton Ditch Bridge, 13th St., Salem, Oregon.

TYPE: The following products have been prequalified.

1. Micron 650 - Blue Epoxy
2. Scotchkote 202
3. Ciba-Geigy-LSU431-Formula 907-2-5
4. Dupont - Flintflex 531-6020
5. Dupont - Flintflex 531-6080
6. Epoxy Powder 720-A-009

INSTALLATION: The top layers (both transverse and longitudinal) of the deck steel and sidewalk steel, and the top longitudinal beam steel shall be coated. A total of 45 coated bars (15 groups of 3) will be connected with electrical wire to permit testing for permeability and active corrosion. A control group of 3 uncoated bars will be wired to permit testing for active corrosion.

INSPECTION AND TESTING: Reinforcing steel will be inspected during coating process and during installation. Testing will be done immediately after acceptance of the project and at twelve month intervals for a period of five years.

ESTIMATED COST:

Epoxy Coating @ $0.40 per lb. of Rebar in Place

56,000# @ 0.40 =	$22,400.00
Inspection, Testing and Reports =	1,600.00
TOTAL	$24,000.00

82.46

R

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

RECEIVED
STATE HWY ENGR
JAN 22 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | Etc.
✓
Is This OK?

January 21, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is a certified copy of City of Salem Resolution No. 75-11, authorizing modification in the agreement with the State Highway Division relative to the Mission Street-Bellevue Street project.

This resolution was adopted by the Council at its meeting held on January 20, 1975.

Very truly yours,

Betty J. Marsh
City Recorder

Enclosure 1

cc Traffic Engineer
City of Salem

NOTED
E. S. HUNTER
cc Rueben
Boyd
Fredrickson
1-28-75

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

--AN EQUAL OPPORTUNITY EMPLOYER--

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No. 75-11 , adopted by the City Council on January 20, 1975 has been prepared by me, compared with the original thereof and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 21st day of January, 1975.

Betty J. Marsh

City Recorder

RESOLUTION NO. 75 11

WHEREAS, on May 19, 1972 the State Highway Division and the City of Salem entered into an Urban System Project Agreement for the construction of the Mission Street - Bellevue Street Section of 13th Street; and

WHEREAS, under the terms of the agreement, the state was to acquire the necessary right-of-way in the name of the city and in the event any of the property could not be acquired by negotiations, the city was to exercise its power of eminent domain to acquire the necessary right-of-way; and

WHEREAS, it now appears to be in the best interest of both the city and the state for the state to handle the entire acquisition program including condemnation; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the City of Salem does hereby approve the modification of the aforesaid mentioned agreement to allow the State Highway Division to acquire all the necessary right-of-way for the Mission Street - Bellevue Street Section of 13th Street Project either by negotiation or condemnation and the mayor and recorder are hereby authorized on behalf of the City of Salem to approve the said change.

ADOPTED by the Common Council this 20th day of January, 1975.

ATTEST:

/s/ Betty J. Marsh
CITY RECORDER

F.A.U.

RECEIVED
COUNTY & CITY SECTION
JAN 21 1975
ENGR. ☐ COOR. ☑ OE ☐ [redacted] UE
UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF SALEM, OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

January 20, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, City-County Section

Gentlemen:

Subject: 13th Street Extension (F.A.U.S. 3074)
Mission Street to Bellevue Street

This letter is to confirm our telephone conversation of January 16, 1975, regarding the subject project.

The City understands that F.H.W.A. has tenatively approved the use of Bowmanite on the traffic channelization islands at the 12th and Bellevue Streets intersection. This approval being subject to the City widening Bellevue Street during this years construction season.

The City is currently designing and acquiring right-of-way for the widening of Bellevue Street between Winter and 12th Streets. When completed Bellevue Street will be a four-lane parkway with left turn pockets at major street intersections. Our schedule anticipates construction to begin approximately July 1, 1975.

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: Ralph Lambert, Project Engineer
B. T. Van Wormer, Director of Public Works

1/21/75
Copies to J.H. Versteeg
C.O. Fredrickson
Glenn Hossner - FHWA

ef

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Projects FAUS 3074 & 5051
Bellevue St.-Mission St. (Salem) Section
Marion County

FROM : G. L. Green, Division Engineer

TO : Mr. P. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. J. H. Versteeg, Road Design Engineer

We concur in your recommendation for the use of a patented tool and process known as "Bowmanite" for providing the surface finish on the concrete islands in the 12th, 13th, and Bellevue Street intersection.

We would recommend that assurance be obtained from the City that the Pringle Parkway connection be completed prior to the placement of these islands. If not they should be deleted from the project and the City perform the work through their contract.

D. K. Hoosmer
G. L. Green

Bill Cole called we should pursue matter as to priority desired - Don K. 1-14-75
cc: Versteeg
Ruberg
Harwill

RECEIVED
COUNTY & CITY SECTION
JAN 15 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
STATE HWY ENGR.
JAN 14 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

Unreimbursable
and advance

1/16/75 Called Ed Sigvaldson, City Engr. City will send letter stating that their construction is planned to doue tail with ours.

cyaaj

RECEIVED
JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8246

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Projects FAUS 3074 & 5051
Bellevue St.-Mission St. (Salem) Section
Marion County

DATE: January 13, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. J. H. Versteeg, Road Design Engineer

We concur in your recommendation for the use of a patented tool and process known as "Bowmanite" for providing the surface finish on the concrete islands in the 12th, 13th, and Bellevue Street intersection.

We would recommend that assurance be obtained from the City that the Pringle Parkway connection be completed prior to the placement of these islands. If not they should be deleted from the project and the City perform the work through their contract.

1-14-75
cc. Versteeg
Ruben
Hamill

D.K Hassmer
for G. L. Green

RECEIVED
STATE HWY ENG.
JAN 14 '75
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act

E. [illegible] HUNTER

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JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Sale
2 p.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 3, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 500
Salem, Oregon 97308

Re: Bellevue St.-Mission St. (Salem) Sec.
FAUS 3074 & 5051
Marion County

Dear Mr. Green:

It is proposed to use a patented tool and process known as "Bowmanite" for providing the surface finish on the three islands in the 12th, 13th and Bellevue Street intersection.

This process was chosen by the City of Salem to be used extensively on their Pringle Creek Parkway project. That project joins the subject project at the aforementioned intersection.

So that the surface treatment of the islands match the rest of the Pringle Creek Parkway we ask that you concur that it is in the public interest to specify the use of the proprietory process on the subject project.

The attached material is offered in support of this request.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
Attachment
cc: E. S. Hunter
L. W. Rulien
C. O. Fredrickson
Don Harwell
C. G. Swenson
W. E. Cole

RECEIVED
JAN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ENGR. ☑ COOR. ☑ UE ☒ RE ☑ UPE ☐ CE ☒ RE ☑ RPE ☐ UE

fau

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 18, 1974

Mr. Richard Woelk
Traffic Department
City of Salem
Salem, OR 97301

Dear Mr. Woelk:

Illumination
Bellevue St. S.E.-Mission St. S.E.
13th Street S.E., FAU 3074 & 5051

Reference is made to your recent telephone conversation with Mr. R. M. Dixson, Illumination Engineer, regarding Portland General Electric Co.'s preference for aluminum davit type light poles on the subject project.

The estimated cost of the galvanized steel and the aluminum poles are approximately identical. However, the expected delivery dates are 10 to 12 weeks greater for the aluminum poles. The aluminum poles would be similar to those installed in the Hollywood district.

Please advise which type of pole the City wishes to have specified for inclusion in this project.

Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

GJB:dh

cc C. O. Fredrickson
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 18 1974
☐ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

Richard Unrein FAU

RECEIVED
COUNTY & CITY SECTION
DEC 10 1974
ENGR. COOR. OE RE UE
UPE OE RE RPE

December 9, 1974

Oregon State Highway Division
State Highway Building
Salem, Oregon 97302

ATTN: Frank Terpin
Final Design Engineer

Gentlemen:

SUBJECT: 13th Street Extension
Mission Street to Bellevue Street
Landscaping

As mentioned in our letter of September 16, 1974, further landscape information would be provided for the subject project. This project is one of a series of projects in the Pringle Creek Parkway-Front Street By-Pass Transportation system. This system has been designated as an entranceway to the Salem CBD, and is to be enhanced with landscape treatment. One portion of the Pringle Creek Parkway from Church to Winter Streets is presently under construction. Full landscaping and irrigation is a part of this contract. As other portions of the system are designed and constructed, landscaping and irrigation will be provided as appropriate.

For the 13th Street Extension Project, the City recommends the following landscape treatment:

1. Treelawns

The area between curb and sidewalk along the 13th Street Extension (east side of 13th Street from Mill Street to Shelton Ditch Bridge, and west side from 12th and Bellevue intersection to Shelton Ditch Bridge) be landscaped, with street trees and groundcover. The street trees on this project should be the same type and arrangement concept as is being used for that portion of the Pringle Creek Parkway between Church and Winter Streets, which is presently under contract. Attached are Sheets 10 and 11 from that contract showing landscaping particulars. Please change the groundcover from ivy to Hypericum calycinum (St. John's wart). An irrigation system will be needed to support these plantings.

2. Traffic Islands at 12th and Bellevue Intersection

Surface treatment of these traffic islands present difficult design problems. It is desirable to break up the large expanse of paved street with landscaping, however the high traffic volumes on all sides of the islands presents maintenance safety problems. The attached drawing, prepared by our Parks Department, shows the City's recommended treatment of these islands. The surface would be a 4" P.C.C. slab with an imprinted, colored, brick pattern, and irrigated planting areas near the center of each island. Further details are shown on the drawing. Also attached is design information for BOWMANITE concrete surface treatment. This type of surface treatment should provide a low maintenance yet aesthetically pleasing treatment for these traffic islands. Bowmanite will be used on narrow traffic medians on other portions of the Pringle Creek Parkway-Front Street By-Pass Transportation system as is appropriate.

3. Irrigation System

W. E. Cole's letter of August 12, 1974, transmitted irrigation plans for our review. Our Parks Department irrigation personnel have reviewed these plans and specifications. Their recommendations are shown on the attached memo from Jerry Gooley to Ralph Lambert dated August 22, 1974, and the attachments thereto.

The irrigation plans for this project will need to be revised per the landscape plan revisions recommended above.

We are sorry about the delay in providing this landscape information. This is a relatively new part of our street design process, and there are many opinions, not all of which are in agreement.

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

q4/114-115

cc: Richard Unrein, OSHD City-County Section
Robert Maxey, Director of Parks
B. T. Van Wormer, Director of Public Works
Doug Van Dyke, Traffic Engineer
Ralph Lambert, Project Engineer

8246

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 22, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project M-3074(1)
Bellevue Street-S.E. Mission Street
City of Salem

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walter J. Hart, Bridge Engineer

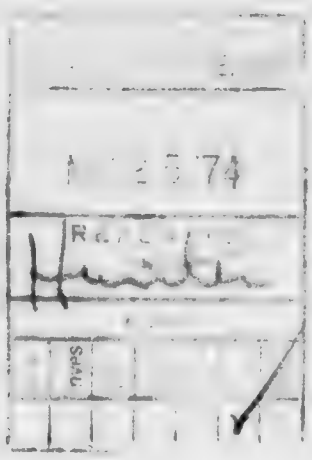
We have reviewed the illumination plan for the subject project. Ed H

The proposal adequately covers the lighting of this project

and we approve the proposal.

11-25-74
cc: Hart

for G. L. Green



RECEIVED
NOV 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File: Br. 16009

H. S. Col

File Salem

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 8, 1974

Mr. P. P. Valentino
Manager
Marketing Department
Willamette Valley Division
PGE Co.
136 High St. SE
Salem, OR 97301

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1974
ENGR. COOR. OE AE UE
UPE CE NE RPE

Attention Mr. Wayne L. Hanville

Dear Mr. Hanville:

Enclosed are two copies of the proposed illumination installation on the Bellevue Street S. E. -Mission Street S.E. (Salem-13th Street Extension) project. This proposal, as a result of discussions between Robert M. Dixson, OHSD Illumination Engineer and George W. Morrow and Robert J. Scott of your Company, has been sent to the City of Salem for their comments.

Before the plans can be finalized, the following questions require answers since PGE will be maintaining the system for the City of Salem.

1. Luminaire style or catalog number preferred.
2. Type of ballast (assumed voltage 240 volt)
3. Galvanized steel pole and bracket arm design preferred
4. Bracket arm style for wood pole mounting
5. Photoelectric relay preferred. One per luminaire assumed.
6. Conduit type
7. Wire - conductor and insulation preference.

It is also proposed to have the contractor assemble the luminaire onto the wood pole bracket arm, wire the assembly and install it on the existing poles on 12th Street south of Shelton Ditch, at the direction of the Utility Company Engineer. Your crews to make the actual wiring connections to the secondary.

In conjunction with this, it should be noted that the pole on the northwest corner of 12th and Oak Streets, Pole No. C73-27/828, is a short "stub" pole and should be replaced with a pole to provide for the 35-foot mounting height proposed for the remainder of the installation.

Please advise if any costs are involved in the above items.

It should also be noted that Poles Nos. 13 and 15 are combination signal and illumination poles and as such will affect your agreement with the City of Salem.

The sign bridge located on the 13th Street extension at Station 16+20 will be connected to the lighting circuit, but will be owned and maintained by the State. As such, it will require separate agreement for the mercury vapor luminaires installed thereon.

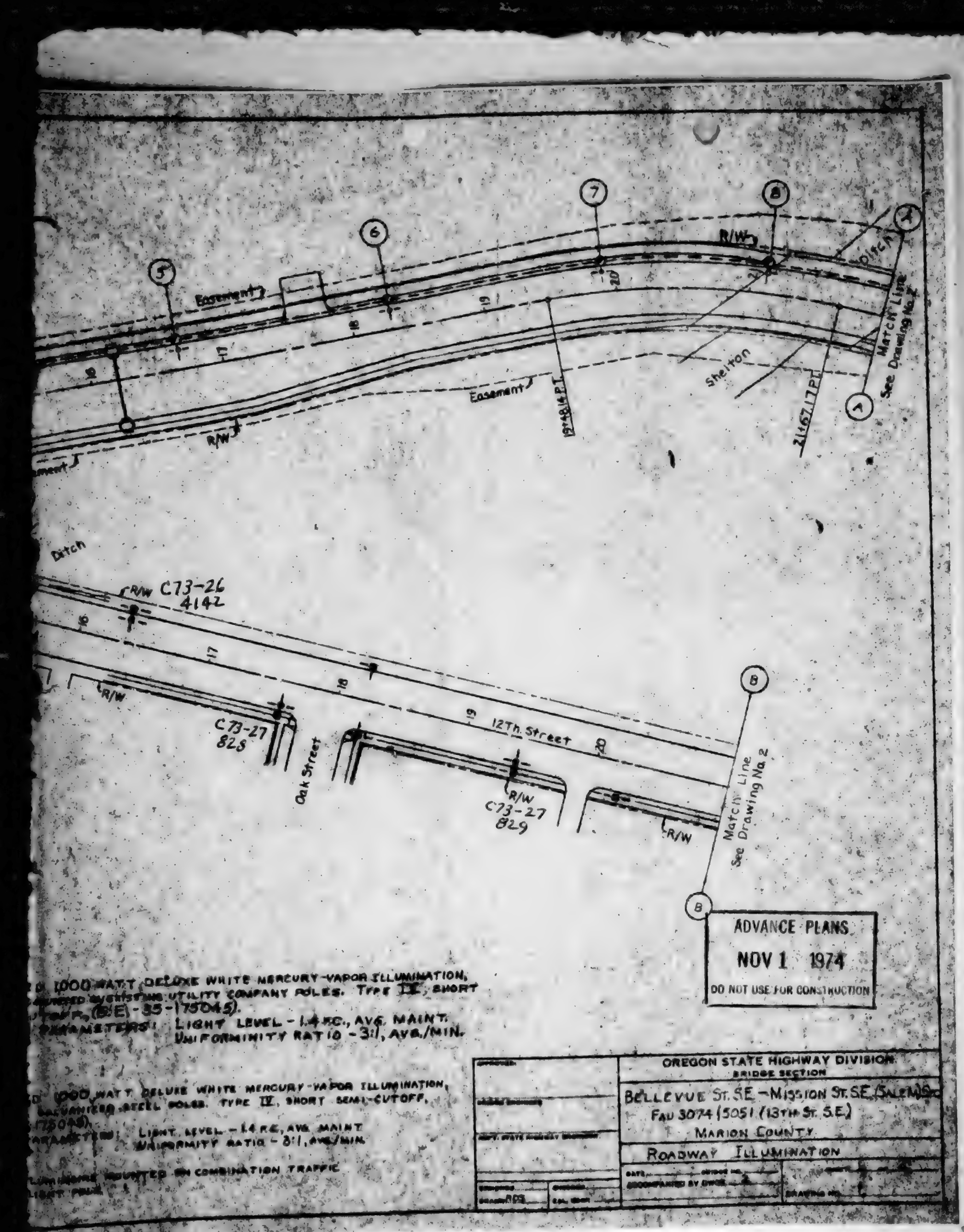
Your early review and answers to the above questions along with any comments will be greatly appreciated.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RMD/ag
Encls. (2)
cc H. S. Cox
J. Chidsey
C. O. Fredrickson



1000 WATT DELUXE WHITE MERCURY-VAPOR ILLUMINATION, MOUNTED ON EXISTING UTILITY COMPANY POLES. TYPE III, SHORT TRAFFIC (B.E.) - 35 - 17504.5).
PARAMETERS: LIGHT LEVEL - 1.4 FC., AVG. MAINT.
UNIFORMINITY RATIO - 3:1, AVG./MIN.

1000 WATT DELUXE WHITE MERCURY-VAPOR ILLUMINATION, GALVANIZED STEEL POLES. TYPE IV, SHORT SEMI-CUTOFF, (17504.5).
PARAMETERS: LIGHT LEVEL - 1.4 FC, AVG. MAINT
UNIFORMITY RATIO - 3:1, AVG./MIN.

LUMINAIRE MOUNTED ON COMBINATION TRAFFIC LIGHT POLE

ADVANCE PLANS
NOV 1 1974
DO NOT USE FOR CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

BELLEVUE ST. S.E. - MISSION ST. S.E. (SALEM)
FAU 3074 (5051 (13TH ST. S.E.)
MARION COUNTY

ROADWAY ILLUMINATION

DRAWN RDS

Scale 0 25 50 100 200 Feet

Easement

Mill Street

19th Street

Proposed City Curb line

See note

See note

Ditch

Bellevue Street

Shelton

R/W

C73-26
6421

5' ARM LENGTH

35' MOUNTING HEIGHT

1'-6"

TYPICAL LIGHT POLE INSTALLATION
No Scale

PROPOSED 1000 WATT, DE
35' M.H., MOUNTED BY EXISTING
SEMI-CUTOFF, (S.E.-3
DESIGN PARAMETERS:

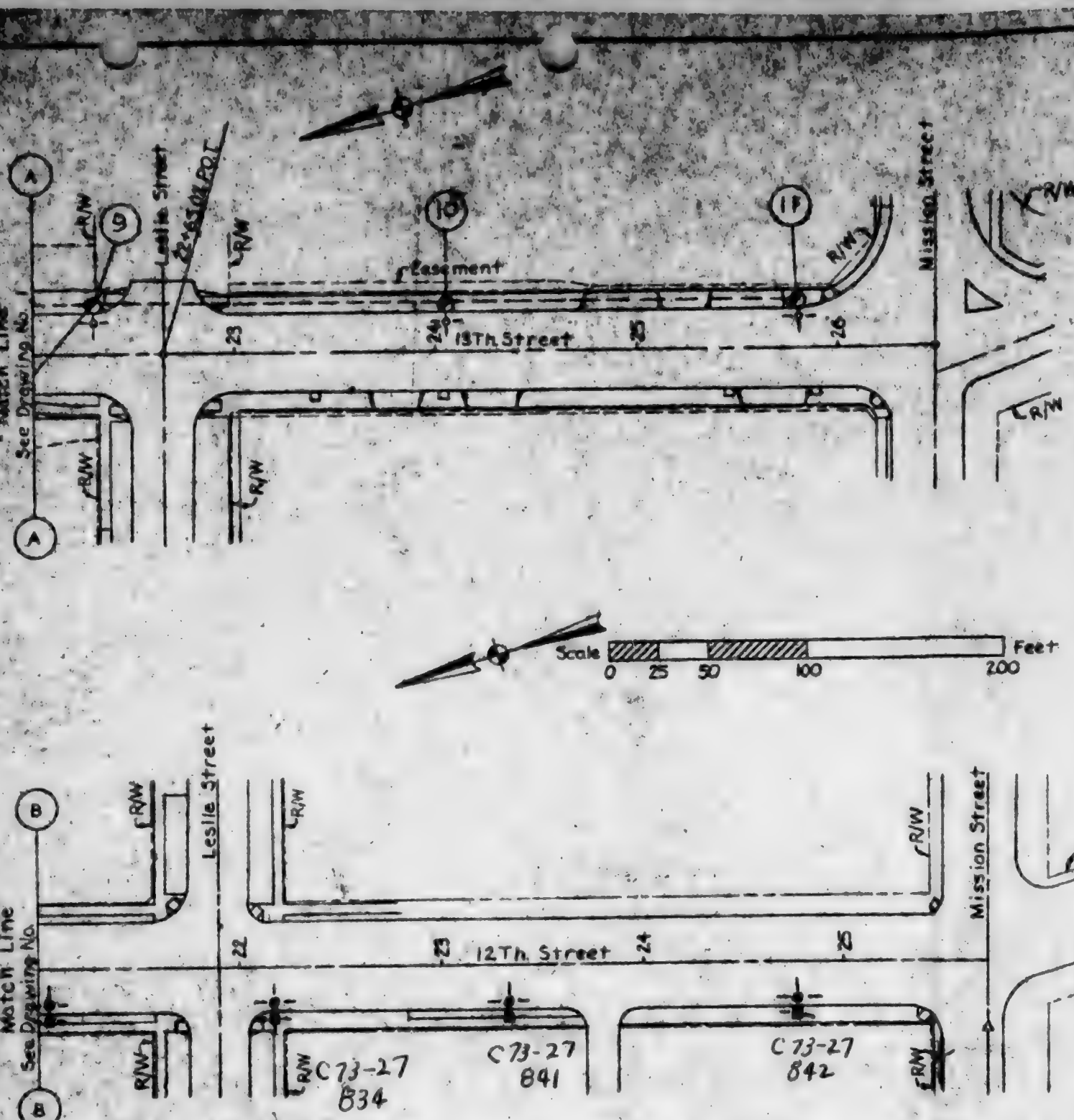
PROPOSED 1000 WATT DE
35' M.H., GALVANIZED STEEL
(S.E.-35 175048).
DESIGN PARAMETERS: LIG
UNI

NOTE 1: LUMINAIRE MOUNTED
SIGNAL/LIGHT POLE

ADVANCE PLANS
NOV 1 1974
DO NOT USE FOR CONSTRUCTION

See Drawing No. 1 for Legend.

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	BELLEVUE ST. SE - MISSION ST. SE. (SALEM) SEC. FAU 3074 (5061 (13TH ST. S.E.) MARION COUNTY
DATE / REVISION	ROADWAY ILLUMINATION
	DATE BRIDGE NO.
	SHEET 2 OF 2 SHEETS DRAWING NO. 2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Leslie Street
22°-55' Lt.
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Mission Street
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See Drawing No. 1
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24
15th Street
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B
Leslie Street
R/W
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Mission Street
Match Line
See Drawing No. 1
22
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12Th Street
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C73-28
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 30, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Illumination Proposal
Bellevue St. SE-Mission St. SE (Salem)
FAU 3074 & 5051 (13th St. SE)
Marion Co.

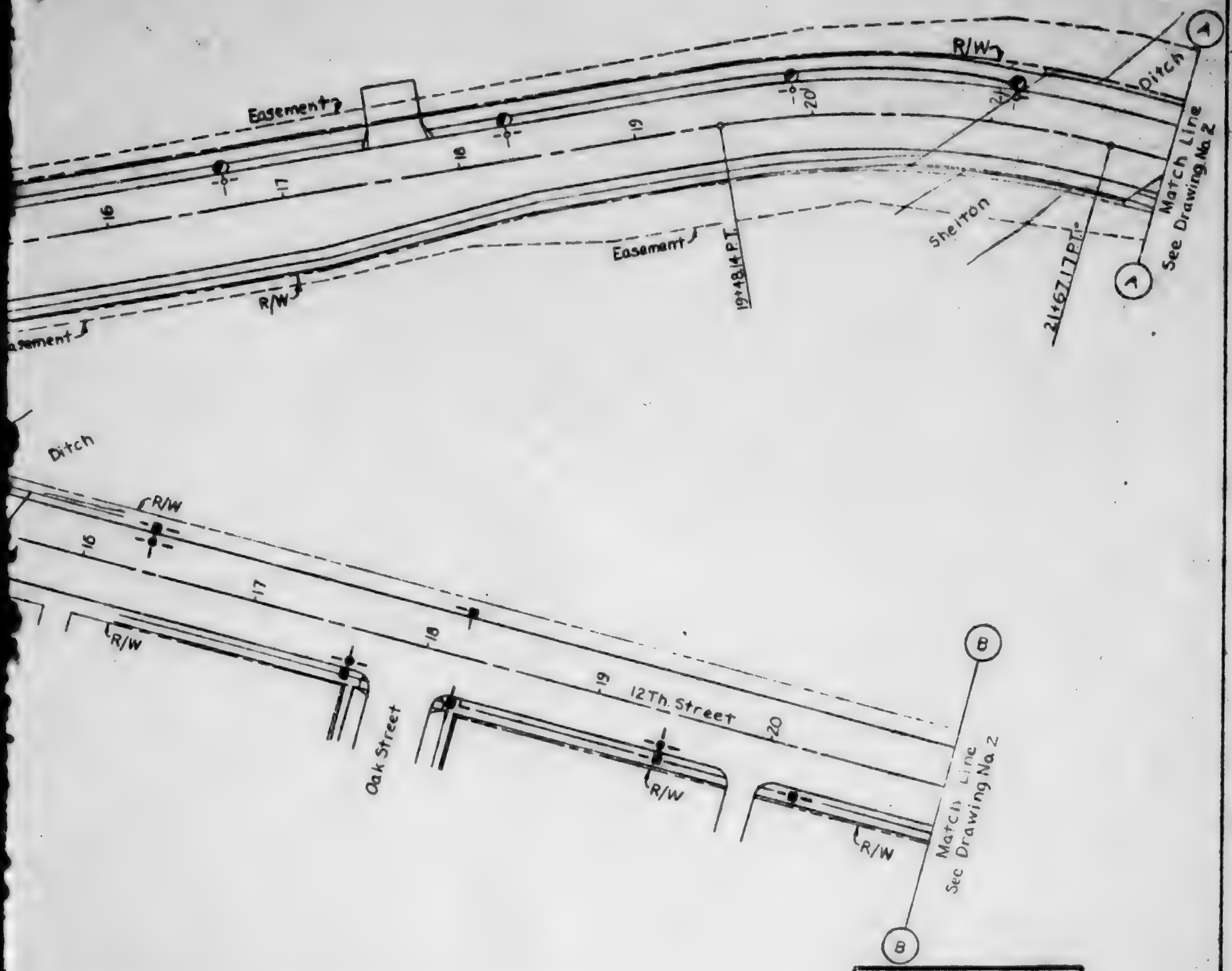
Enclosed are two copies of a preliminary proposal for the illumination installation on the above captioned project for approval.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RMD/GJB/ag
Encls. (2)
cc E. S. Hunter
C. O. Fredrickson w/encl.
H. S. Cox w/encl.

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



D 1,000 WATT DELUXE WHITE MERCURY-VAPOR ILLUMINATION, MOUNTED ON EXISTING UTILITY COMPANY POLES. TYPE IV, SHORT UTOFF, (G.E.-35-175045).
PARAMETERS: LIGHT LEVEL - 1.4 F.C., AVG. MAINT.
UNIFORMINITY RATIO - 3:1, AVG./MIN.

D 1,000 WATT DELUXE WHITE MERCURY-VAPOR ILLUMINATION, GALVANIZED STEEL POLES. TYPE IV, SHORT SEMI-CUTOFF, 175045).
ARAMETERS: LIGHT LEVEL - 1.4 F.C., AVG. MAINT.
UNIFORMITY RATIO - 3:1, AVG./MIN.

UMINAIRE MOUNTED ON COMBINATION TRAFFIC
GHT POLE.

LUMINAIRE TO BE MOVED BACK TO FUTURE CURB LINE

ADVANCE PLANS
OCT 18 1974
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER

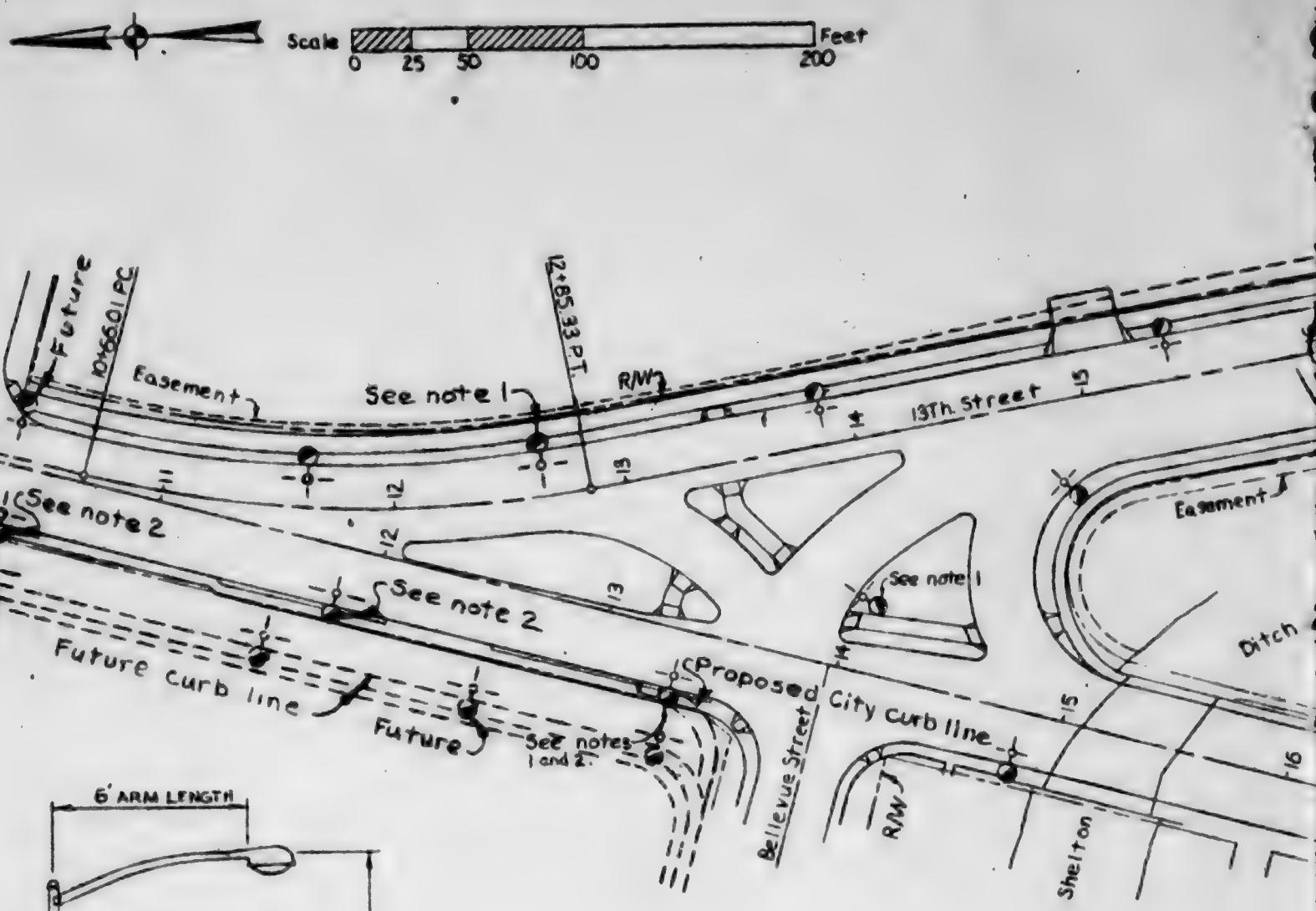
DESIGNED
CHECKED
DRAWN RDS
CAL. CHKD.

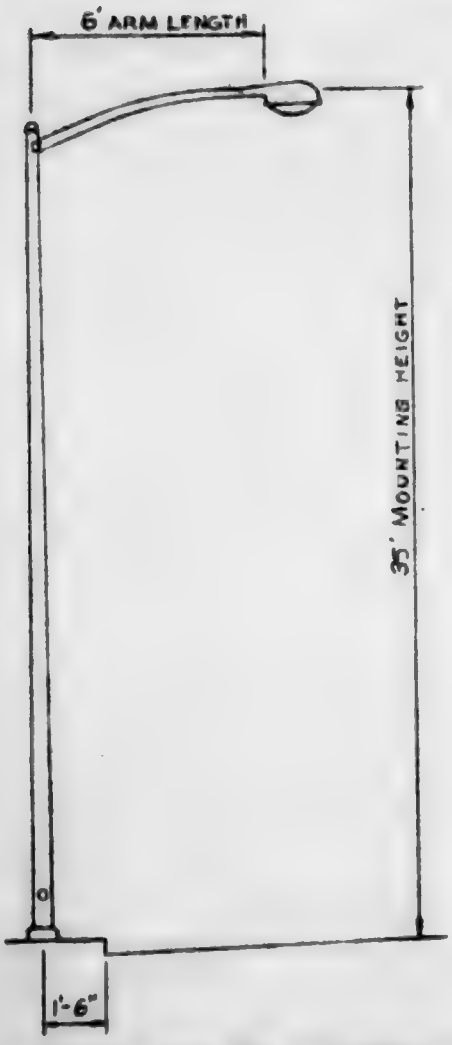
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

BELLEVUE ST. S.E. - MISSION ST. S.E. (SALEM) STC
FAU 3074 (5051 (13TH ST. S.E.)
MARION COUNTY

ROADWAY ILLUMINATION

DATE
BRIDGE NO.
ACCOMPANIED BY DWGS. 2
SHEET OF 2
DRAWING NO.





TYPICAL LIGHT POLE INSTALLATION
NO SCALE

CEIVED
& CITY SECTION
CT 31 1974
COOR. ☐ OE ☐ AE ☐ UE
☐ SE ☐ RE ☐ RPE ☐

PROPOSED 1,000
35' M.H., MOUNTED O
SEMI-CUTOFF, (
DESIGN PARAM

PROPOSED 1,000
35' M H., GALVANI
(G.E.-35-175045).
DESIGN PARAMETE

NOTE 1: LUMINAIRE
SIGNAL/LIGHT POLE

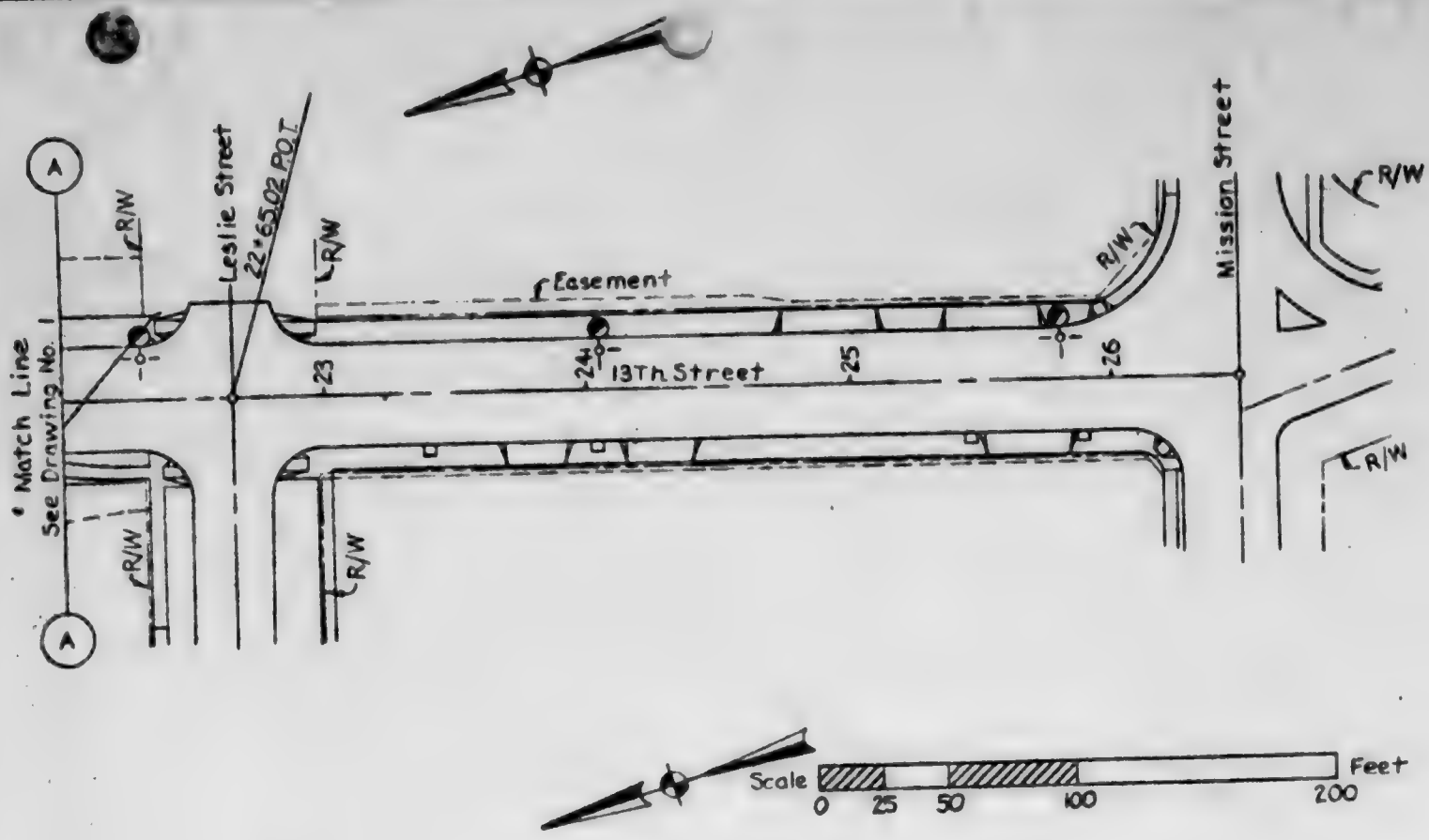
NOTE 2: LUMINAI

W

R/W

See Drawing No. 1 for Legend.

APPROVED: BRIDGE ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC BOOK	BELLEVUE ST. S.E. – MISSION ST. S.E. (SALEM) Sec. FAU 3074 (5051 (13TH ST. S.E.) MARION COUNTY
DATE / REVISION	ROADWAY ILLUMINATION
	DATE. BRIDGE NO.
	SHEET 2 OF 2 DRAWING NO. 2


Match Line
See Drawing No. 1
Leslie Street
22°65'02" P.O.T.
R/W
Easement
23
24
13Th. Street
25
26
Mission Street
Scale
0 25 50 100 200
Feet
Match Line
See Drawing No.
Leslie Street
22
23
12Th. Street
24
25
Mission Street

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67008-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
City Hall
Salem, Oregon 97301

Attention of Mr. B. T. Van Wormer
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc-1450

Date October 24, 1974

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Bellevue Street SE - Mission Street SE Section
13th Street SE (FAU 3074)
City of Salem

FAUS Project M-3074(2)

Itemized Statement:

ADVANCE DEPOSIT $44,000

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for right-of-way acquisition for subject project. Covered by agreement dated 5/19/72.		40,000
		TO BE RETAINED		$ 4,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 44,000.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

324-2512-299

Submitted by: RUnrein
Richard Unrein, Urban Engineer

Approved: J. N. Hurd AE CCC
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FORM 81-734-3030

H. S. Cox FAU

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 17, 1974

Salem, Oregon

FILE:

FROM: John R. Oakes
Assistant R/W Engineer

TO: Rod Henry
Right of Way Supervisor

SUBJECT: OPTION
File 48153
Bellevue St. S.E.–
Mission St. S.E.
City Street

Attached you will find one revised Exhibit A in sextuplet covering right of way and a scenic strip to be acquired in connection with Bellevue St. S.E. - Mission St. S.E. (Salem) Section of a City Street in Marion County.

The Federal Aid Project Number is M-3074(2).

This description has been revised to include all of the remaining property north of the City owned alley.
Enclosed for your information is a copy of the Revision Request.

We are attaching two prints of a section of map 9B-11-19 covering this area and bearing our date of October 14, 1974.

File No.	Name	Area
48153	Phillip K. Settecase et ux	12,665 sq.ft. P-1 20,780 sq.ft. P-2 2,570 sq.ft. P-3

AC:ka
Enc. 1 option, etc.

cc: C. O. Frederickson - 2 prints
Milner Mead - 1 print & Auth. List
Frank Lowe - letter
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon

RECEIVED
COUNTY & CITY SECTION
OCT 17 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

8246 10-17-74 R

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-3074(2)

STATE PROJECT NO.: MISSION ST. - BELLEVUE ST.

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: M-15

COUNTY NAME: MARION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	OCTOBER 11, 1974	URBAN ROUTE 3074	CITY STREET

RECEIVED STATE HWY ENGR
OCT 18 74
REFER TO
FOR
Trves | R/D | R/R | Surv | ...

GENERAL LOCATION: CITY OF SALEM, OREGON

GENERAL DESCRIPTION OF WORK: RIGHT OF WAY ACQUISITION - ALL PHASES

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING THE ACQUISITION OF THE NARROW REMAINDERS BETWEEN SHELTON DITCH AND THE FACILITY (SOUTHERN PACIFIC TRANSPORTATION COMPANY AND SETTECASE) AS REQUESTED IN MR. RULIEN'S OCTOBER 1, 1974 LETTER. EVERY EFFORT SHOULD BE MADE TO ACQUIRE THESE REMAINDERS FOR SAFETY PURPOSES AND TO ESTABLISH A LANDSCAPE BUFFER ZONE. IF UNSUCCESSFUL, VEHICULAR ACCESS SHOULD NOT BE PERMITTED TO THESE NARROW REMAINDERS BETWEEN SHELTON DITCH AND THE FACILITY.

ORIGINAL TO
Boyd - TAA
Copy - Rulien 10-18-74

RECEIVED
OCT 18 1974
Office of
Assistant State Highway Engineer

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-17-74	[signature] for	DIVISION ENGINEER

FHWA PR-1240 (REV. 9-71) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 3, 1974

FROM: Adele L. Egan
Right of Way Office Manager

TO: Rod Henry
Regional R/W Supervisor

SUBJECT: Bellevue St. S.E.-Mission St. S.E. (Salem) Section
City Street
Marion County

Attached you will find two revised Exhibit A's in sextuplet covering right of way to be acquired in connection with the Bellevue St. S.E. - Mission St. S. E. (Salem) Section of a City Street in Marion County, Oregon.

The Federal Aid Project Number is M-3074 (2).

These descriptions have been revised because of a change in the bikeway location. This has been done at the request of the city.

Enclosed for your information is a copy of the Revision Request.

We are forwarding under separate cover two prints of map 9B-11-19 covering this area and bearing our date of October 1, 1974.

File No.	Name	Area
48152	Southern Pacific Trans. Company	59,797 sq. ft. (p-1) 10,585 sq. ft. (p-2) 2,820 sq. ft. (p-3)
48153	Phillip K. & Betty Mae Settecase	12,665 sq. ft. (p-1) 1,120 sq. ft. (p-2) 4,435 sq. ft. (p-3)

AC:ks
Enc. 2 Exhibits, etc.

cc: C. O. Fredrickson
Milner Mead
Frank Lowe
H. S. Cox
Title
Armand Riveness - Exhibit
Jim Dixon

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

8246

R

October 1, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. M-3074(2)
Mission St. - Bellevue St. Section

Your letter of August 19, 1974 on the subject project withheld authorization to proceed with all phases of right-of-way acquisition pending comments on the location of accesses and reasons for not including the strip of land between the proposed facility and Sheldon Ditch within the project.

Regarding the location of accesses, the enclosed copy of Mr. Oakes' memo of September 24, 1974 and preliminary construction plans indicate the location of the accesses to be constructed.

Regarding the strip of land between the proposed facility and Sheldon Ditch, the enclosed copy of a letter of September 16, 1974 from the city Engineer, Mr. Sigurdson, indicates the city's desire to accept Southern Pacific Transportation Company's suggestion that they acquire the remainder of their property for open space use. Obtaining the remainder from the Settecase property would be a matter of right-of-way negotiations. Therefore, an attempt will be made to acquire, by negotiation with the property owners, the area between Sheldon Ditch and the roadway facility under the subject project.

We trust this additional information will be satisfactory and will now permit authorization to be given to proceed with all phases of right-of-way acquisition as previously requested.

CL:wm

cc: R. Oakes
D. E. Swan
M. Mitchell

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1974

In reply refer to: 1041EC.3

SUBJECT: Oregon Project M-3074(2)
Mission St. SE.-Bellevue St. SE.
(Salem) Section

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Authorization to proceed with all phases of right of way acquisition for the subject project as requested in Mr. Rulien's August 12 letter is being withheld pending comments on the following items:

1. Location of accesses along the proposed facility.

2. Discussion of reasons for not including strip of land between proposed facility and Shelton Ditch in the project. It appears that for additional safety, access to this narrow strip should be denied making the remainders uneconomic. If purchased this strip could possibly be utilized as a mini-park and enhance the environment of a rapidly growing commercial area.

G. L. Green

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
ENGR. CCOR. UE AE UE
UPE CE RE RPE

TRANSACTION NUMBER 8-64

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	8-19-74

BY (Signature)
L. W. RULIEN'S AUGUST 12, 1974 LETTER

TITLE
PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 15 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
15	M-3074(2)	0.31	400,000	312,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MISSION STREET SE - BELLEVUE STREET SE. (SALEM) SECTION. MARION COUNTY STATE OF OREGON	RIGHT OF WAY ACQUISITION

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
☑ ENGR. ☑ C.O.R. ☐ CE ☐ AE ■ UC
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-19-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-490

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO. 8-64

DATE SUBMITTED TO H.Q. AUG 16 1974

FORM PR-1 (REV. 4-61)

August 12, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.)	ADT	PRESENT: 11,000	FUTURE: 19,800	YEAR: 94	REGION: 10	STATE NAME: Oregon	STAT CODE: 41					
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right Of Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	ENERG. YR.: B-2	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): M--	NUMBER: 3074	SEQ. NO: (2)			
	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Marion		CODE: 047					
	NAME OF URBAN AREA: Salem 22.5						ROUTE NO. U	FEDERAL-AID: 3074	STATE: City St.	U.S.				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(1&15)	(16)	41	42	43 46	53		(54) (59)	(60) (67)	(68) (75)			
5					PE		City St. Salem (Mission St. to Bellevue St.)						ROW A phase ciden
5	20			4	ROW	3	Mission St. S.E. - Bellevue St. S.E. (Salem) Section	0.31	400,000	312,700	43,650	43,650 (City)	(Futu let 2-14 each & si
5					CONST (CODE)								ROW - cess Parki compl
							PROJECT TOTALS	0.31	400,000	312,700	43,650	43,650 (City)	

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
ENGR. COOR. UE RE UE
UPE CE RE RPE

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

AUG 16 1974

FHWA OREGON DIVISION

REMARKS: For additional data see Item No. 1 Proj

USCOM

8-64

AUG 16 1974

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

August 12, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. Salem (Mission St. to Bellevue St.)	ADT	11,000	19,800	94	10	Oregon	41	W32	15

TYPED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Project Only POST MI.	DESIG.
Acquisition			B-2		M--	3074	(2)		

Urban System

Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO. U — FEDERAL-AID: 3074 — STATE: City St. — U.S.: 225

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St. Salem (Mission St. to Bellevue St.)						ROW Acquisition, all phases including incidentals
ROW	3	Mission St. S.E. - Bellevue St. S.E. (Salem) Section	0.31	400,000	312,700	43,650	43,650 (City)	(Future one-way couplet to provide for 2-14' + 1-12' lanes each way, 115' bridge & sidewalk/bikeway. ROW - 64' normal access control-Partial Parking Restrictions complete.
CONST (CODE)								
TOT		PROJECT TOTALS	0.31	400,000	312,700	43,650	43,650 (City)	

RECEIVED
COUNTY & CITY SECTION
AUG 20 1974
ENGR. COOR. UE RE UE
UPE CE RE RPE

APPROVAL DATES

G 16 1974

REGON DIVISION

REMARKS

For additional data see Item No. 1 Project M-3074(1)

USCOMM-DUSCOMM-DC 48806-P61

MISSION STREET S.E. - BELLEVUE STREET S.E. (SALEM) SECTION
PROJECT NO. M-3074(2)

Project Data: Right of way acquisition all phases including incidental costs as required for the future construction of a one way couplet to provide for a 40' curb to curb (one way) street to accommodate three travel lanes consisting of 2-14' outside lanes and 1-12' center lane of high type pavement, sidewalks on each side, with east side being combination sidewalk/bikeway, 115' RCDG bridge; adjustment of existing traffic signals and illumination and/or new installations of traffic signals and illumination as required.

Public Hearing: Location/design public hearing was held May 22, 1973. The certification as required by Section 128, "Public Hearings" of title 23 was submitted as a separate letter dated August 30, 1973.

Design Approval: Location/Design approved by FHWA memo of July 29, 1974.

A-95 Review: State and District 3 Clearinghouse letters of approval dated March 21, 1972 and March 30, 1972 respectively submitted under P.E. Project M-3074(1).

System Action, Railroad, Airports, Water Development, Historical and Recreational Areas: None involved

PPM 90-1: The "Final Environmental Impact Statement" was accepted by the Office of the Secretary of Transportation on June 6, 1974.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes. This block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedures required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Control of Utilities: The State has the legal aut control the use by utilities of the right of way o project. A State-City agreement to comply with pa 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: This project is in Congressional District

MISSION STREET S.E. - BELLEVUE STREET S.E. (SALEM) SECTION
PROJECT NO. M-3074(2)

Right of way acquisition all phases including in-
s as required for the future construction of a one
o provide for a 40' curb to curb (one way) street to
hree travel lanes consisting of 2-14' outside lanes
ter lane of high type pavement, sidewalks on each
st side being combination sidewalk/bikeway, 115' RCDG
tment of existing traffic signals and illumination
stallations of traffic signals and illumination as

g: Location/design public hearing was held May 22,
rtification as required by Section 128, "Public
title 23 was submitted as a separate letter dated
73.

val: Location/Design approved by FHWA memo of July

State and District 3 Clearinghouse letters of ap-
March 21, 1972 and March 30, 1972 respectively sub-
P.E. Project M-3074(1).

n, Railroad, Airports, Water Development, Historical
onal Areas: None involved

he "Final Environmental Impact Statement" was accepted
e of the Secretary of Transportation on June 6, 1974.

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dening of 13th Street S.E. from Leslie Street to Mis-
rt block) to 40' which is necessary to provide 3 traf-
This block of the couplet was set up as Urban System
therefore, to eliminate the complications of a separate
this minor work along with all the extra accounting
equired, we are including said work as an incidental
project as being required for the overall operation
tem Route 3074.

Control of Utilities: The State has the legal authority to control the use by utilities of the right of way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: This project is in Congressional District No. 2.

DEPARTMENT OF PUBLIC WORKS

September 16, 1974

RECEIVED
COUNTY & CITY SECTION
SEP 18 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Frank Terpin
Final Design Engineer

Gentlemen:

Subject: 13th Street Extension (F.A.U.S. 3074)
Mission Street to Bellevue Street Section

As mentioned in our August 14, 1974 letter, the City is currently studying landscape treatment for this project and other projects in our Pringle Creek Parkway-Front Street Bypass Transportation System.

We have noticed a problem area to landscape along this 13th Street Extension Project. This area is along the east side of 13th Street from Mill Street to Leslie Street. The present plans show 12 feet from the face of curb to the right-of-way line. There is an 8 foot sidewalk/bikeway along this side, thereby leaving only a 2-1/2 foot planting area between back of curb and face of sidewalk. This is too narrow for effective landscape treatment. In order to improve this situation, we recommend that an additional 3 feet of right-of-way be acquired along the east side of this project in this area. The sidewalk/bikeway could be moved to the east 3 feet thereby, providing a 5-1/2 foot planting strip between curb and sidewalk. This would be the same as is provided along the west side of 13th Street in this area. Shelton Ditch bridge would not need to be widened. The sidewalk could be transitioned into the bridge as is done on the west side. We will be forwarding a typical landscape treatment schematic for the area between curb and sidewalk in approximately two weeks.

Our further landscape study of the entire Pringle Creek Parkway-Front Street Bypass Transportation System has indicated that full ivy landscaping of the traffic islands at 12th and Bellevue Streets intersection may not be appropriate. Maintenance of these areas with high traffic volumes on all sides is a definite problem. We will be sending revised island surface treatment information in approximately two weeks. We are withholding returning comments on the traffic island irrigation plans pending revised surface treatment plans.

Rod Henry, District 2 Right-of-way Supervisor, received inquiry from F.H.W.A. concerning the narrow strip of land remaining between 13th Street and Shelton Ditch. This land is not of much value as a remnant. Southern Pacific has already indicated (see submittal of Location Survey Narrative Report and Corridor-Design Public Hearing Transcript) that their remnant would be useless to them, and that we should acquire it. Part of Southern Pacific's remnant is currently leased to Brookside Clinic for parking purposes, and that portion should be sold directly from the railroad to the Brookside Clinic. As part of the right-of-way negotiations the City would like to acquire the remainder of the Southern Pacific remnant for open space use. We would clean the area up and provide some landscape development. The Settecase property remnant between 13th Street and Shelton Ditch would be a matter of right-of-way negotiation. We do know that in the past Mr. Settecase has had various development plans for his property, and we are not sure what his latest plans show.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: Rod Henry, OSHD District 2 Right-of-way Supervisor
Ralph Lambert, Project Engineer
Robert Maxey, Director of Parks
Richard Unrein, OSHD City-County Section
Doug Van Dyke, Traffic Engineer
B. T. Van Wormer, Director of Public Works

Unrein FAU - OSHD

August 14, 1974

RECEIVED
COUNTY & CITY SECTION
AUG 15 1974
ENGR. COOR. CE
UPE CE RE RPE

Frank Terpin, Final Design Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Terpin:

Subject: 13th Street Extension (F.A.U.S. 3074)
Mission Street to Bellevue Street Section

At the design review meeting held July 26, 1974 at the Region II office, certain design items were mentioned that needed further study. The City of Salem has considered these items and offers the following comments:

12th Street - Bellevue Street to Mission Street

From Bellevue Street to Leslie Street (sheet 6 of your plans copy attached) we recommend the lanes widths of 14 feet along the east curb, 2-12' center lanes, and an 8' bikeway along the west curb. At the 12th and Mission Streets intersection, the left curb lane must be 20 feet wide to accommodate left-turning traffic, the center lane should be 12 feet wide, and the west curb lane should be 14 feet wide. This does not leave room for a bikelane. Our traffic engineer has studied this situation quite thoroughly and is very reluctant to allow any changes. The bikelane along the west side of 12th Street could be tapered from 8 feet wide at Leslie Street to 4 feet wide at the alley between Leslie and Mission Streets. From the alley to Mission Street there is no room for an on-street bikeway. The bicycles can either use the sidewalk or the west traffic lane. This condition would exist until such time as widening of Mission Street can occur. The traffic lanes may not coincide with the paving panels in this block, but this should not be a problem.

12th and Bellevue Streets Intersection Traffic Islands

A suggestion was made at the design review meeting to place a 2-foot wide P.C.C. sidewalk adjacent to the curb around these landscaped islands. This sidewalk would provide an area for maintenance personnel to work out of the traffic, and would decrease the frequency of landscape trimming.

The City Parks Department and Traffic Engineer have reviewed this suggestion. Construction of these sidewalks around the islands may tend to encourage pedestrians to use them. These traffic islands are a very dangerous place for pedestrians, and we do not want to give anyone a false feeling of security with a sidewalk around the islands. Our Parks Department indicates the ivy can be trimmed by standing in it, without damaging the plantings. They do not see a need for these sidewalks. If their were no pedestrians to worry about, they would like to try them. Therefore, the City recommends that the 2-foot wide sidewalks not be included in this project.

In order to avoid excessive water in these islands, our Parks Department recommends that weep holes be installed in the curbs around these islands. These weepholes, along with the mounding, should avoid excessive water accumulation which could drown plantings.

Project Landscaping

The City is studying the desirability of full irrigation and landscaping between the curb and sidewalk, and possibly behind the sidewalk, along 13th Street from Shelton Ditch to Mill Street. Further information regarding this subject will be forwarded in the near future.

Very truly yours,

David C. Van Dyke

for
Edward A. Sigurdson, P.E.
City Engineer

s4/25,26

cc: Richard Unrein, OSHD City-County Section
B. T. VanWormer, Director of Public Works
S. Douglas VanDyke, Traffic Engineer
Ralph Lambert, Project Engineer

SEC. 26, T 7 S., R 3 W., W.M.
(SALEM)

PRELIMINARY COPY
JUL 2 1 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

BELLEVUE ST S.E.-MISSION ST S.E. (SALEM) SEC.
FAU 3074 (SOS) (13TH ST S.E.)
MARION COUNTY

10	OREGON			

Remove PC Conc. Curbs

Remove PC Conc. Walks, Shown Thus

Const. PC Conc. Walks, Shown Thus

Const. Type "C" Curbs

Sta. 22+16
Remove Inlet
Const. Type 2 Inlet
Inst. 8" Sewer Pipe - 6'
Connect To Ex. 8" Sewer Pipe)
Ft. Exc. I.C.Y.

Const. Bicycle Ramps - 2 (Total)

Remove Raised Asphaltic Traffic Markers

SEE SHEET 2
MATCH LINE

17 18 12 TH. ST. 19 20 21

OAK ST.

Driveway

SEE BELOW
MATCH LINE

SEE ABOVE
MATCH LINE

LESLIE ST.

22 23 12 TH ST. 24 25

END OF CONSTRUCTION
STA. 25+32.2

MISSION ST.

8246

R

August 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3074(2) Mission St. S.E.-
Bellevue St. S.E. (Salem)

We are submitting program data for one Urban System Right-Of-Way project, Item No. 15 Project No. M-3074(2) which we desire to have included in the federal-aid Urban System Highway Program.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with your approval of the program authorization to proceed with all phases of right-of-way acquisition including incidental costs for the project. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map 9B-11-19.

Assurances regarding the availability of replacement housing is not required on this project since no relocation or displacement is involved.

Enclosure
DAR:dc

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-81)

August 12, 1974

Budget Bureau No. 41-R2067; Ap

U.S. De

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St. Salem (Mission St. to Bellevue St.) 21 66 — ADT — PRESENT: 11,000 — FUTURE: 19,800 (66) — YEAR: 94 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right Of Way Acquisition 26 62 — NATL. FOREST (63)(68) — FH ROUTE NO. — SUPV. AREA — FA CLASSIF. — DA AREA — EMERG. YR. (72)(73) — PL. AUTH YR (74)(78)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — NAME OF URBAN AREA 17-31: Salem — COUNTY NAME: Marion — CODE 047 (41)(16)

PROJECT NUMBER — PREFIX LETTER(S): M-- (14)(22) — NUMBER: 3074 (27)

ROUTE NO. U — FEDERAL-AID: 3074 — STATE: (32) City St. (36)(37) — U.S. (41)

CARD 5 LINE NO. (1)(4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
5				PE		City St. Salem (Mission St. to Bellevue St.)					
5				ROW			0.31	400,000	312,700	43,650	43,650 (City)
5				CONST (CODE)		Mission St. S.E. - Bellevue St. S.E. (Salem) Section					
						PROJECT TOTALS	0.31	400,000	312,700	43,650	43,650 (City)

ESTIMATED PROJECT COST BY PHASES

ROW pha cic

(Fu le 2- ea & S

ROW ces Park comp

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — 14 — PROGRAM APPROVAL DATES

REMARKS

For additional data see Item No. 1 Pro

USCOM

TION NO.

W.O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

August 12, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BER (201)

PROJECT LOCATION (45 typewriter spaces)
City St. Salem (Mission St. to Bellevue St.) 21 68

ADT | PRESENT 11,000 | FUTURE 19,800 (66) | YEAR 94 (70)(71)(72)

REGION 10

STATE NAME Oregon

STATE CODE 41 (2)(3) | APPN CODE W32 (4)(9) | ITEM NO. 15 (14)(18)

OF PROPOSED WORK (35 typewriter
Of Way Acquisition 62

NATL. FOREST (63)(65)

FA ROUTE NO. (66)(68)

SERV. CLASS. (69)(70)

DA CLASSIF. (71)

DA AREA (73)

EMERG. YR. (72)(73) | PL. AUTH YR. (74)(75)

PROJECT NUMBER

PREFIX LETTER(S) M-- 14 28

NUMBER 3074 7 18

SEQ. NO. (2) (24)(26) 27

T. Projects Only
POST MI. | DESIG.

ERAL FUNDS
Urban System

N AREA
Salem

COUNTY NAME
Marion

CODE 047 (16)

ROUTE NO. U

FEDERAL-AID 3074

STATE (32) City St. (36)(37)

U.S. (41)

PROGRAM STAGE
1 OR X 2

CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					(54)(58)	(59) (66)	(67) (70)			
		PE		City St. Salem (Mission St. to Bellevue St.)						ROW Acquisition, all phases including incidentals
		ROW		Mission St. S.E. - Bellevue St. S.E. (Salem) Section	0.31	400,000	312,700	43,650	43,650 (City)	(Future one-way couplet to provide for 2-14' + 1-12' lanes each way, 115' bridge & sidewalk/bikeway. ROW - 64' normal access control-Partial Parking Restrictions complete.
		CONST (CODE)								
		PROJECT TOTALS			0.31	400,000	312,700	43,650	43,650 (City)	

(48) (49) (52) (54)(58) (59) (66) (67) (70) (78)

PARED BY

GRAM APPROVAL DATES

REMARKS

For additional data see Item No. 1 Project M-3074(1)

USCOMM DUSC OMM-DC 48808-P61

MISSION STREET S.E. - BELLEVUE STREET S.E. (SALEM) SECTION
PROJECT NO. M-3074(2)

Project Data: Right of way acquisition all phases including incidental costs as required for the future construction of a one way couplet to provide for a 40' curb to curb (one way) street to accommodate three travel lanes consisting of 2-14' outside lanes and 1-12' center lane of high type pavement, sidewalks on each side, with east side being combination sidewalk/bikeway, 115' RCDG bridge; adjustment of existing traffic signals and illumination and/or new installations of traffic signals and illumination as required.

Public Hearing: Location/design public hearing was held May 22, 1973. The certification as required by Section 128, "Public Hearings" of title 23 was submitted as a separate letter dated August 30, 1973.

Design Approval: Location/Design approved by FHWA memo of July 29, 1974.

A-95 Review: State and District 3 Clearinghouse letters of approval dated March 21, 1972 and March 30, 1972 respectively submitted under P.E. Project M-3074(1).

System Action, Railroad, Airports, Water Development, Historical and Recreational Areas: None involved

PPM 90-1: The "Final Environmental Impact Statement" was accepted by the Office of the Secretary of Transportation on June 6, 1974.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes. This block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedures required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Control of Utilities: The State has the legal auth control the use by utilities of the right of way o project. A State-City agreement to comply with par 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: This project is in Congressional District N

MISSION STREET S.E. - BELLEVUE STREET S.E. (SALEM) SECTION
PROJECT NO. M-3074(2)

of way acquisition all phases including in-
uired for the future construction of a one
for a 40' curb to curb (one way) street to
vel lanes consisting of 2-14' outside lanes
of high type pavement, sidewalks on each
being combination sidewalk/bikeway, 115' RCDG
existing traffic signals and illumination
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ion as required by Section 128, "Public
was submitted as a separate letter dated

cation/Design approved by FHWA memo of July

and District 3 Clearinghouse letters of ap-
1, 1972 and March 30, 1972 respectively sub-
roject M-3074(1).

road, Airports, Water Development, Historical
eas: None involved

al Environmental Impact Statement" was accepted
e Secretary of Transportation on June 6, 1974.

es: Included as part of this project is the
of 13th Street S.E. from Leslie Street to Mis-
ck) to 40' which is necessary to provide 3 traf-
rock of the couplet was set up as Urban System
ore, to eliminate the complications of a separate
inor work along with all the extra accounting
d, we are including said work as an incidental
ct as being required for the overall operation
ute 3074.

Control of Utilities: The State has the legal authority to control the use by utilities of the right of way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on May 19, 1972.

Note: This project is in Congressional District No. 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-74

FEDERAL AID PROJECT NO.
M-3074(1)

STATE PROJECT NO.
MISSION ST SE-BELLEVUE ST SE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
U-1

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 29, 1974	URBAN ROUTE 3074
		STATE ROUTE NUMBER
		CITY STREETS

GENERAL LOCATION:
SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[X] PREPARATION
[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE PROVISIONS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED FOR THE SUBJECT PROJECT AS REQUESTED IN MR. HUNTER'S JULY 12, 1974 LETTER.

7-30-74
J.R Oates by

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 29, 1974	G. L. Green	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

fau

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

July 25, 1974

RECEIVED
COUNTY & CITY SECTION
JUL 25 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attn.: Mr. Richard Unrein, City-County Section

Gentlemen:

SUBJECT: 13th Street Extension (F.A.U.S. 3074)
Mission Street to Bellevue Street

In response to your letter of June 5, 1974, the City of Salem has reviewed the preliminary plans for the subject project. Our comments are shown on the attached set of plans.

The City will be widening Bellevue Street westerly from 12th Street during next summer's construction season. Since the Bellevue Street widening and this 13th Street Extension project will be proceeding simultaneously, their intersection should be designed for as little reconstruction as possible. Sheet 3 of these plans shows revisions needed in the intersection channelization to avoid reconstruction.

The City has also received a copy of an O.S.H.D. Memo from James McClure, Bicycle Route Engineer, to Frank Terpin, Final Design Engineer, a copy of which is attached. We have the following comments to this memo:

1. We concur with lengthening the curb transitions to 8-10 feet for those driveways along the 8 foot sidewalk/bikeway. Other driveways on the project should conform to the City of Salem standard drawings which call for 3-4 foot transitions.

2. We recommend deferring construction of a 8-foot Class II bike lane along the west side of 12th Street between Mill and Bellevue Streets, until our proposed widening of 12th Street. The City's Capital Improvement Program calls for widening 12th Street from the present four lanes to six lanes. This widening would include sidewalks and bikepaths. The current bike routes in this area include 14th Street to the east of 12th Street, and the proposed bicycle paths on the 13th Street extension project, and along the Bellevue Street widening project.

The City is currently negotiating with Willamette University

7/26/74
Plans to: J H Versteeg w/copy of ltr. — Please take appropriate action
M. —

copy ltr. to J.D. McClure
c.o. Freeman Son

for additional right-of-way for the Bellevue Street widening. Part of this negotiation includes additional right-of-way along the west side of 12th Street between Bellevue and Mill Streets. Also included in this negotiation is the vacation of Mill Streets and other streets west of 12th Street and north of Bellevue Street.

There would be little use at present for a new bike path on the west side of 12th Street between Bellevue and Mill Streets. Any east-west bicycle traffic from Bellevue Street west of 12th Street to Mill Street east of 12th Street and vice-versa, must cross 12th Street through the signalized intersection at 12th and Bellevue Streets.

3. We have reservations about establishing a Class III Bike lane along the west side of 12th Street in the 8-foot parking area between Bellevue and Mission Streets. We will not establish parking along the west side of 12th Street in this area as earlier proposed. This will leave a wide traffic lane along the west side of 12th Street where bicyclists could ride on street. In addition, we recommend revising sheet 6 of the plans to show construction of Bicycle and Wheelchair ramps at all of the street and alley intersections along this section of street.

A Class III bike lane along the west curb in this area becomes a problem at the Mission Street Intersection. Until such time as the City can widen Mission Street, there is a real problem with traffic on 12th Street that desires to go east on Mission Street. The left turn lane on 12th Street needs to be at least 20 feet wide to allow trucks to make this movement. Consequently, a bike lane on the west side would be squeezed quite narrow. In addition, there is right turning traffic from 12th Street on to Mission Street at the intersection, which further complicates the situation.

We do concur with Mr. McClure that there is a need for the safe movement of commuter bicyclists along 12th Street in this project area and to the south. However, bicycle traffic from Willamette University to Bush Park would probably use the Winter Street bike route. The City of Salem is attempting to begin a detailed study of bicycle routes in the City and try to resolve the best way to handle problems as listed above. For a useable integrated system, there needs to be some overall planning so that bike paths don't change from on-street to off-street every few blocks.

The City has restudied the 12th and Bellevue Streets intersection traffic island surface treatment. The plans as drawn show asphalt concrete surfacing. The Bellevue Street widening project scheduled for next year will have a 16 foot wide landscaped median. For compatibility of the Bellevue Street project and the 13th Street project, we are recommending that the island surface treatment be changed to an ivy ground cover with an irrigation system. Provisions should be included for the future expansion of

the irrigation system in the northerly island, when the future widening of 12th Street occurs. Where the island areas permit, the ground should be mounded up approximately 18 inches or so. Care should be taken so that the total height of mounding and mature plantings will not exceed 30 inches above the curb.

After the plans have been revised and are in final form, please send us two sets. We will approve one set and return it to you, retaining the other set for our records.

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

pw100/2
Attachments

cc: Frank Terpin, O.S.H.D., Final Design Engineer
C.O. Fredrickson, O.S.H.D., Regional Engineer
B.T. Van Wormer, Director of Public Works
S. Douglas Van Dyke, Traffic Engineer
Ralph Lambert, Project Engineer
Ann Mounteer, Salem Planning Department

FORM 01.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 10, 1974

FILE:

FROM:

SUBJECT: Bikeways
Bellevue Street - Mission Street
Salem - Marion County

TO: Frank Te pin
Final Desig Engineer

I have reviewed the subject plans in respect to the bikeway facilities. The following recommended changes are suggested:

1. Lengthen curb drawing transitions to an 8-foot minimum, 10-foot maximum as noted on Sheet 2D.

2. Construct an 8-foot Class II bike lane along the west side of 12th Avenue between Mill and Bellevue Streets.

3. Stripe Class III bike lane along the west side of 12th Avenue in the 8-foot parking area (parking is now prohibited) between Bellevue and Mission Streets.

The reasons for suggestions 2 and 3 are to develop a southbound facility from the University over to Bush Park with future potential of extending bike lanes further south on 12th and 13th Avenues.

I have discussed these items with Mr. Ed Sigurdson, City Engineer, and he is in concurrance with these changes. He will investigate the possibility of acquiring an easement from Willamette University for construction of the suggested Class II bikeway section.

The portionsof the project chargable to the Bikeway Program are:

1. 8-foot Class II bikeway along 13th Avenue.

2. Proposed 8-foot Class II bikeway along 12th Avenue.

The remaining sidewalks are considered a city requirement and/or replacement in kind.

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUN 13 1974
CITY OF SALEM
ENGINEERING DIVISIC

JDM:ko
Attachment
cc: E.S. Hunter
Ed Sigurdson, City Engineer

8246

R

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:

NPPEN-EQ

16 July 1974

Mr. R. L. Schroeder
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

We have reviewed the statement and offer the following comments on flooding in Shelton Ditch. Based on water surface profile data recently prepared by this office for the Federal Insurance Administration, a 100-year flood at the proposed bridge site would be expected to crest near elevation 157 feet, mean, sea level, 1947 adjustment. The average velocity of flow in the channel for that condition is approximately 11 feet per second, and the flow is 7300 cubic feet per second.

If the bridge is designed for a 100-year flood condition, this information would be applicable for determining the horizontal and vertical extent of the bridge opening. Presently, we would place little significance on the fifty-foot figure for width between abutments which seems to be emphasized in the statement.

Inclosed is a copy of our most recent High Water Profile for Shelton Ditch dated December 1973. The profile Plate 21 is extracted from the Salem, Oregon Flood Insurance Study, which to our knowledge has not been approved by F.I.A. and therefore, must still be considered preliminary. From the profile information and available topographic maps on the area it is apparent the north bridge abutment will cross a portion of the 100-year flood plain.

Copy to Miller 1-22-74

NOTED
R. L. S...

RECEIVED
JUL 22 1974
Office of
Assistant State Highway Engineer

NPPEN-EQ
Mr. R. L. Schroeder

16 July 1974

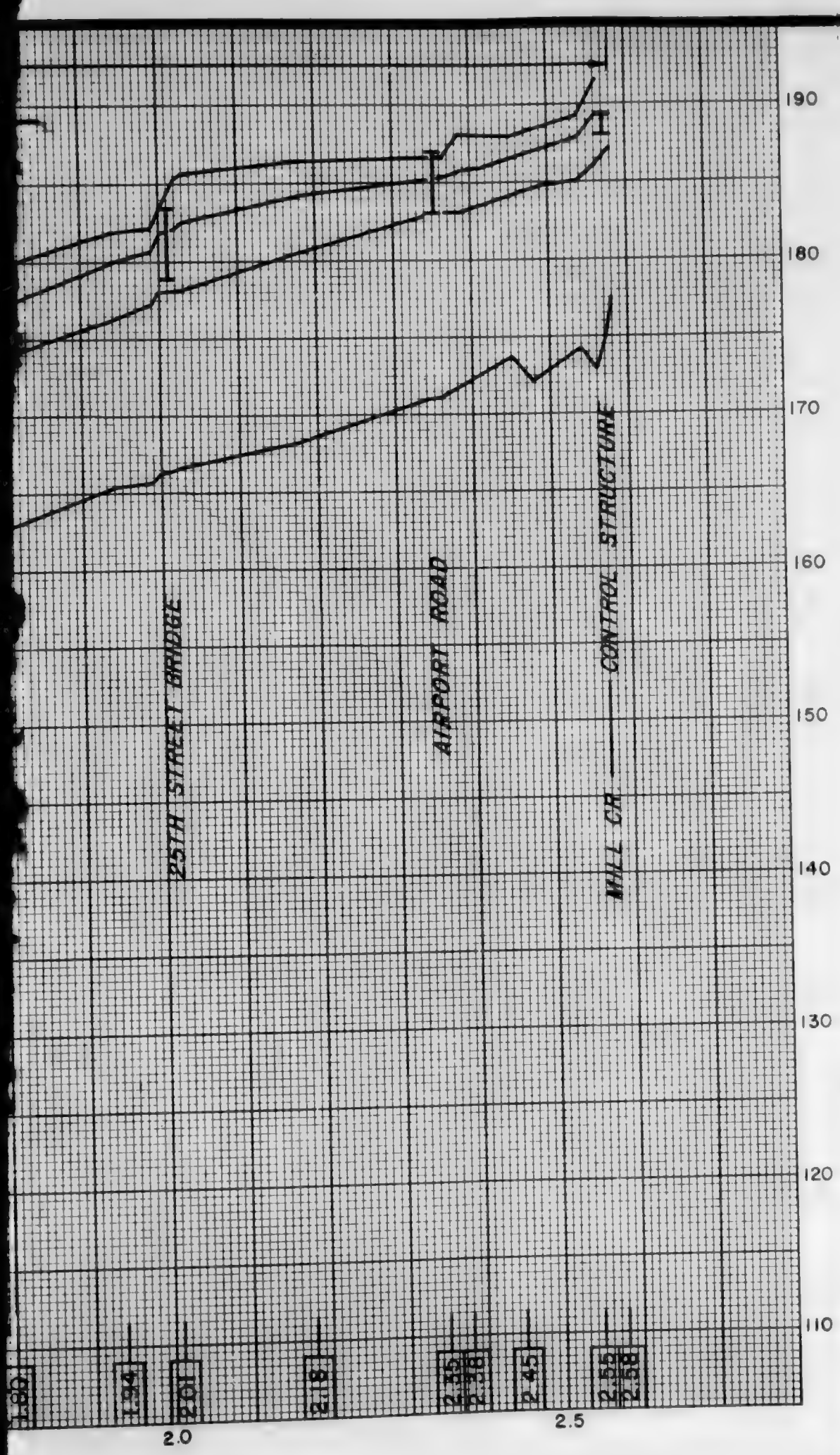
As you know the Corps of Engineers has no jurisdiction over this proposed project since Shelton Ditch is not defined as a navigable stream and there is no conflict with an existing project.

This opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

NEIL E. SALING, JR.
Lieutenant Colonel, CE
Deputy District Engineer

1 Incl
as



LEGEND

BRIDGE FLOOR

UNDERCLEARANCE

1.94 — CROSS SECTION

PRELIMINARY
SUBJECT TO REVIEW

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
PORTLAND, OREGON

FLOOD INSURANCE STUDY

SALEM, OREGON

HIGH WATER PROFILES
SHELTON DITCH

PREPARED FOR
FEDERAL INSURANCE ADMINISTRATION

DECEMBER 1973 PLATE 21

DEX STATION 2 (REACH)

INDEX STATION 3 (REACH)

INDEX STATION 4 (REACH)

APPROXIMATE LOCATION OF CONSIDERED 13TH BRIDGE

COMMERCIAL STREET

LIBERTY STREET

HIGH STREET

CHURCH STREET

WINTER STREET

12TH STREET

S.P. (MAIN LINE)

S.P. (SPUR)

14TH STREET

21ST STREET

FORD STREET

500 YR. FLOOD

BASE FLOOD (100 YR. FLOOD)

10 YR. FLOOD

WILLAMETTE RIVER BACKWATER REGULATED 1973 CONDITIONS

STREAMBED

INDEX STATION 2

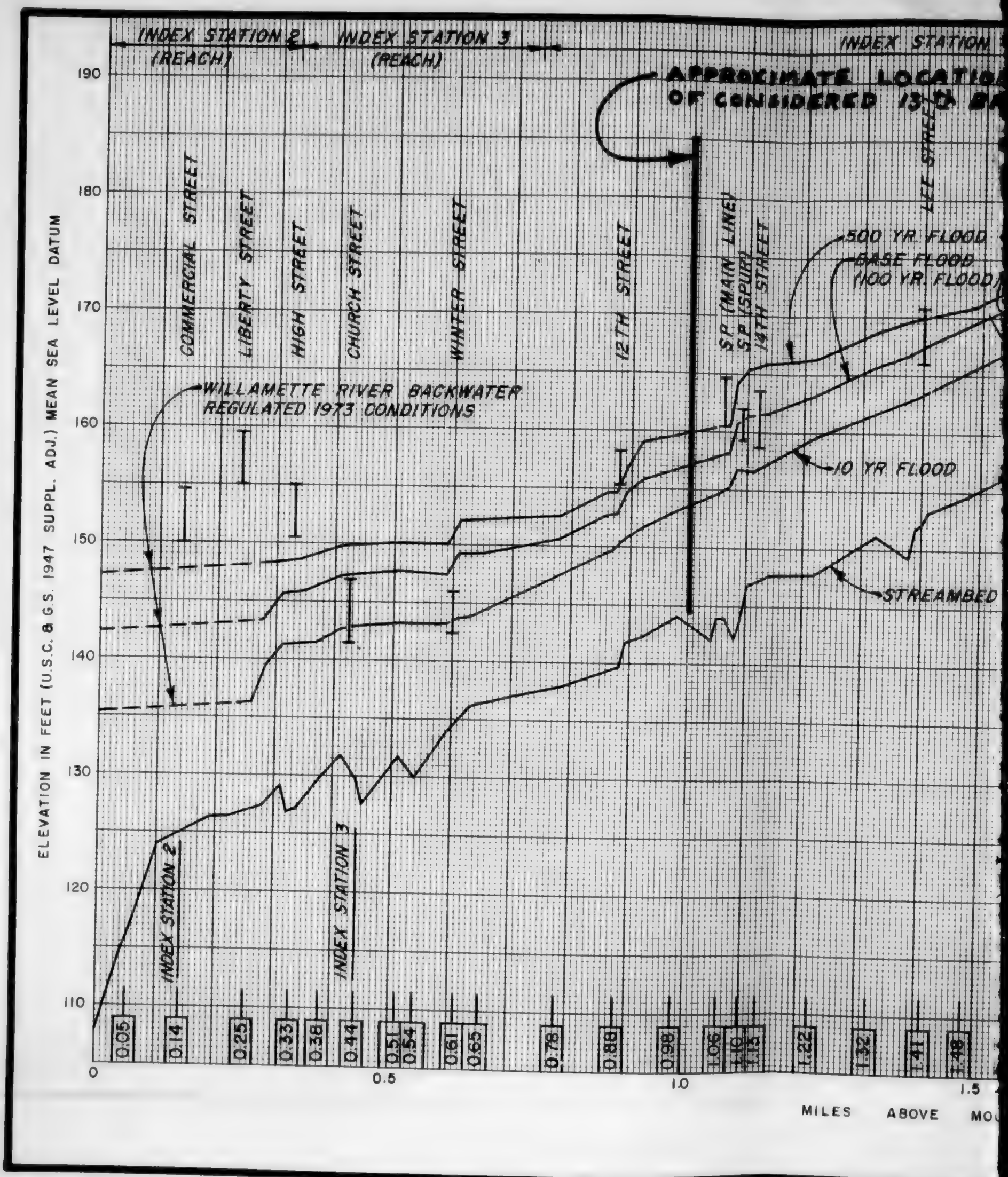
INDEX STATION 3

INDEX STATION 4

0.14 0.25 0.33 0.38 0.44 0.51 0.54 0.61 0.65 0.78 0.88 0.98 1.06 1.10 1.15 1.22 1.32 1.41 1.48 1.60 1.68 1.74 1.80

0.5 1.0 1.5

MILES ABOVE MOUTH


INDEX STATION 2 (REACH)
INDEX STATION 3 (REACH)
INDEX STATION
APPROXIMATE LOCATIO
OF CONSIDERED 13
ELEVATION IN FEET (U.S.C. & G.S. 1947 SUPPL. ADJ.) MEAN SEA LEVEL DATUM
190
180
170
160
150
140
130
120
110
COMMERCIAL STREET
LIBERTY STREET
HIGH STREET
CHURCH STREET
WINTER STREET
12TH STREET
S.P. (MAIN LINE)
S.P. (SPUR)
14TH STREET
ST STREET
WILLAMETTE RIVER BACKWATER
REGULATED 1973 CONDITIONS
500 YR FLOOD
BASE FLOOD
(100 YR FLOOD)
10 YR FLOOD
STREAMBED
INDEX STATION 2
INDEX STATION 3
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MILES ABOVE MOU

8246 Bellevue St. SE-Mission St.SE 1975
(Salem, 12th & 13th Sts. SE)
(Grad.,pav.,struc.,sig. & ill.) #1

C/A 4484 5-22-72

8346

R

July 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Location/Design Approval
Mission St. S.E.-Bellevue St. S.E. (Salem) Sec.
Project N-3074(1)

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report for the proposed project on the "Mission Street S.E.-Bellevue Street S.E. (Salem) Section" of 13th Street extension in the City of Salem in Marion County.

Location: The corridor is the existing 13th Street S.E. between Mission Street S.E. and Leslie Street S.E. and the extension of 13th Street from Leslie Street S.E. northwesterly to 12th Street S.E. near its intersection with Bellevue Street S.E. (13th Street extension will become the northbound leg of a one-way couplet together with the existing 12th Street S.E. being southbound leg of the couplet in this area.)

Design: The design consists of a 40-foot curb-to-curb (one-way) street to accommodate three travel lanes consisting of two 14-foot outside lanes and one 12-foot center lane of high-type pavement with walks on each side with the walks on the easterly side wide enough to serve both pedestrian and bicycle traffic. Also, included is a bridge over Shelton Ditch and adjustment of existing traffic signals and illumination and/or new installations of traffic signals and illumination as required.

More complete location/design details are contained in the enclosed study report, which report consists of:

1. Table of Contents
2. Summary and Recommendations
3. Transcript of Public Hearing
4. Analysis of Public Hearing Testimony
5. Public Hearing Handouts
6. Hearing Exhibits
7. Affidavits of Public Hearing Notice Publication in the Oregon Statesman and Capitol Journal

The Highway Division has considered the enclosed study report and the hearing transcript as well as the social, economic, and environmental effects and has concluded that the location/design recommended by the City of Salem and described hereinabove is suitable for the proposed project.

The certification as required by Section 128, "Public Hearings" of Title 23 was submitted as a separate letter dated August 30, 1973.

The "Final Environmental Impact Statement" was submitted on March 7, 1974 and was accepted by the Office of the Secretary of Transportation on June 6, 1974 per FHWA Division letter of June 19, 1974.

The description of the location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enclosed is one copy each of the State Clearinghouse and District 3 Clearinghouse letters of approval dated March 21, 1972 and March 30, 1972, respectively.

We further request your authorization to proceed with the PS & E preparation phase of the preliminary engineering as programmed under Project M-3074(1).

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. W. Rullen
J. H. Verstoeg
H. S. Cox
R. N. Chase
D. L. Gifford

JG:js

REFERRED TO
Hoyt
By Asst. State Hwy. Engr.

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

URBAN SYSTEM

Re: Highway Divison
Mission St., S.E.--Bellevue St.,
S.E., 13th St., S.E., Salem
PNRS #7203 2 030

MARION CO.

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

BEN GIFFORD

Cleighton Penwell

NOTED
G. A. POTTER

CP:nm

NOTED
F. B. KLABOE

cc: Sam Haley, DOT

NOTED
R. L. SCHROEDER

3-21-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

NOTED
R. N. CHASE

CORRIDOR-DESIGN STUDY REPORT

13TH STREET EXTENSION

MISSION STREET TO BELLEVUE STREET

F.A.U.S. 3074

SALEM, MARION COUNTY, OREGON

Prepared by: City of Salem, Oregon
Department of Public Works
B. T. Van Wormer, Director

August, 1973

CORRIDOR-DESIGN STUDY REPORT

13th STREET EXTENSION

MISSION STREET TO BELLEVUE STREET

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SUMMARY AND RECOMMENDATIONS

This proposed project consists of the improvement of the present connection from 13th Street to 12th Street between Mission and Bellevue Streets. The project consists of approximately 1,300 feet of three-lane one-way arterial construction with curbs, sidewalks, drainage, and a fifty-foot clear span bridge over Shelton Ditch. A complete description of the project is included in the Hearing Transcript and Exhibits which follow.

The purpose of this project is to alleviate traffic congestion between the existing 12th-13th Street couplet system. The elimination of two right angle turns spaced only one block apart will increase traffic capacity and eliminate an accident susceptible situation. In addition there should be a decrease in the noise and air pollution due to smoother traffic flow.

There have been three alternatives considered for this project:

1. An alignment generally north of Shelton Ditch shown as the Recommended Alignment.
2. An alignment generally south of Shelton Ditch shown as the Alternate Alignment.
3. The "no-build" alternative.

A Corridor-Design Public Hearing was held on this project May 22, 1973. A Draft Environmental Impact Statement was circulated for comments between April 10, 1973 and June 11, 1973. The comments received at the Public Hearing and on circulation of the Draft E.I.S., mainly concerned access to the Southern Pacific Depot and protection of the environment of Shelton Ditch.

The preferred alternative for this project is the alignment generally north of Shelton Ditch shown as the Recommended Alignment. The choice of this alternative is based on the following criteria:

1. Less disruption of the businesses in the project area.
2. Better traffic carrying capability, especially in the vicinity of the 12th Street, 13th Street, Pringle Creek Parkway Intersection.
3. Higher Design speed: 35mph vs 25mph.
4. Less expensive to construct.
5. No relocation of businesses or residences.

No major plan changes were made as a result of the hearing or circulation of the Environmental Impact Statement.

Based on the analysis of the public hearing testimony and the Environmental Impace Statement, the City finds that the project is compatible with the Urban Area's planned transportation system.

The City recommends that Location-Design Approval be granted for the Recommended Alignment of this project as described herein.

P U B L I C H E A R I N G

Ed Sigurdson, Chairman

Ralph Lambert, Member

Rod J. Henry, Member

May 22, 1973

7:30 p.m.

Council Chambers

City Hall

Salem, Oregon

MR. SIGURDSCN: Ladies and gentlemen, the time is 7:30 p.m., which time has been scheduled for this formal public hearing.

I am Ed Sigurdson, City Engineer, acting on behalf of the City of Salem as the Official Presiding Officer for this hearing.

And for just a moment I would like to digress, and mention that I will be reading a prepared script here as all of the speakers will be -- this is something we normally don't like to do, but this is an official hearing, and we want to be sure we cover all the different facts as are prepared.

Assisting me are Dave Van Dyke, Chief Design Engineer, Ralph Lambert, Project Engineer -- Ralph is standing over there (indicating). Rod Henry, of the Oregon State Highway Division, District 2 Right of Way Supervisor. Also, in attendance are Bernard Van Wormer, Director of Public Works here in Salem. Doug Van Dyke, our Acting Traffic Engineer -- Doug. And several people from the State Highway Department and the Federal Highway Administration. I will name a few, and those that I leave out don't feel offended, but I want to get a few on the record.

Charles Fredrickson, Regional Engineer, Ted Litcheield, Assistant Regional Engineer, Oregon State Highway Department, Dave Unrein, Urban Engineer, City County Section - over there (indicating), Gary Waltenbaugh, Environmental Unit Porject Engineer, Oregon State Highway Department, Paul Riedel, Federal Highway Administration Area Engineer.

We have representatives here from both State and Federal agencies.

Our Court Reporter is John Rice, from Arthur's Reporting Service, who will be making a verbatim transcript of the proceedings of tonight's hearing.

This formal corridor-design hearing covers the 13th Street Extension between Mission Street and Bellevue Street in the City of Salem, Marion County, Oregon.

It is proposed that this project be financed -- will be financed with Federal, State and City funds under the Federal Aid Urban System Program. The Federal Government pays for approximately 60 percent of the project costs with the remaining 40 percent being shared equally by the State and the City of Salem. Requests for projects are channeled through the State Highway Division to the Federal Highway Administration. The Federal Highway Administration

must approve various stages of a project before it can proceed to the next stage. There are certain Federal laws, rules, regulations which govern the development of Federal Aid Highway projects. This hearing is being held in compliance with those laws, rules and regulations. We are expressly here tonight to afford to you the opportunity to express your opinions regarding the proposal prior to the development of definite plans.

In addition to statements expressed here tonight, you will have ten days from tonight to submit your written statements concerning the proposals and this can be done by addressing a letter to Mr. Ralph Lambert, Department of Public Works, 555 Libert Street, Southeast, Salem, Oregon, 97301, These communications will be made part of the transcript of the hearing just as though they had been made as statements during the hearing.

A transcript of this hearing will be sent to the Oregon State Highway Division and the Federal Highway Administration for review. The transcript will aid in evaluating the social, economic and environmental effects of the proposal.

If you wish to make an oral statement

tonight, please fill out one of these white cards (indicating) They should be available at the - by the Environmental Statements at both ends of the room (indicating), and Dave has some there (indicating). These cards will be picked up and you will be called upon to make your statement. If you prefer to submit a written statement, please fill out the card and place your comments on the reverse side or attach your comments to the card.

We will conduct this hearing in the following manner: First, an explanation of the purpose of the project and an engineering description of the proposal; next, a brief explanation of the right-of-way and relocation programs will be given, followed by an analysis of the environmental impact; then, we will call upon those who wish to make an oral statement.

Mr. Ralph Lambert, Project Engineer, will now explain the purpose of the project and describe the proposal.

MR. LAMBERT: Thank you, Ed.

This 12-th Street-13th Street couplet is a major north-south traffic arterial adjacent to and serving the Salem Central Business District, Capitol Mall, and Willamette

University. In addition, this corridor is a designated truck route through the City of Salem.

The present 12th Street-13th Street couplet has been inooperation since about 1960. This couplet is approximately one mile long, extending from Cannon Street at the south end to Leslie Street on the north end.

The connection for northbound traffic from 13th Street to 12th Street, via Leslie Street, was devised as a temporary connection until such time as funds became available for the right-of-way acquisition, and construction of a new bridge over Shelton Ditch, and the necessary roadway to make a permanent connection to 12th Street just south of Mill Street. This permanent connection has been in the City of Salem's Capital Improvement Program since the early 1960's, but nothing has been done due to lack of funds.

Approximately one year ago this project was approved as a Federal Aid Urban System Project, thereby making Federal and State monies available to help pay for the improvement.

Before starting to discuss the plans, with the assistance of Dave on the pointer (indicating), I will identify north, being to the left, on both sets of plans.

The streets in the project area -- 12th Street along the southern part, 13th Street, Mission Street, there on the right-hand side, Leslie Street, Oak Street, Bellevue Street and Mill Street (indicating throughout). Shelton Ditch is the blue colored area (indicating).

Some of the businesses in the immediate area: Willamette University has the property on the south of that area, Southern Pacific Railroad Depot and the Railway Express Agency Office, Brookside Professional Clinic, the Rooster Tail Restaurant, Kings Table Restaurant (indicating throughout).

The present couplet is two lanes each direction in this vicinity. 13th Street being two lanes northbound between Mission Street and Leslie, no parking. Leslie Street being two lanes westbound, between 13th and 12th, no parking. 12th Street, being two lanes southbound south of Leslie, with turning pockets and some limited amount of parking. And 12th Street to the north of Leslie is a four lane facility, two lanes in each direction.

The existing connection from 13th Street to 12th Street necessitates the negotiation of two right angle turns spaced only one block apart. Movements of

this type are very restricted - very restrictive with regard to ease of traffic flow.

Truck traffic in this area further compounds the problems. Therefore, the purpose of this project we are here to discuss tonight is twofold.

One, to improve the alignment of 13th Street in this area, thereby alleviating the congestion caused by the two closely spaced right angle turns.

Two, to provide the future traffic carrying capacity for the 12th Street -- in this area to serve 12th Street and the proposed Pringle Creek Parkway.

Now, these latter two facilities, even though they are not directly a part of this hearing tonight, are closely related to the design of the project.

The maps on the far outside up here (indicating) show a proposed plan for traffic facilities in the Central Salem Area as proposed by the Central Salem Development Program.

The two items of concern to us is the fact that 12th Street is proposed to be widened to three lanes each direction north of Bellevue Street to - up to about Court Street, where it will reform a couplet using 12th Street

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and Capitol Street.

The other item that is on the map, and is a concern to this 13th Street extension is the Pringle Creek Parkway. It begins in the vicinity of Bellevue Street, which is currently only a minor two lane residential street, and it is proposed to make this a four lane boulevard leading to the Central Business District, Willamette University and the Willamette River bridges.

In addition, the widening of 12th Street and the development of the 13th Street extension are both recommended projects in the Salem Area Transportation Study.

So, this project - the 13th Street extension that we are talking about tonight is compatible with the Salem Area Transportation Study and the Central Salem Development Program's proposals for long-range improvement of traffic circulation in and near the Central Salem Area.

There have been three alternatives considered for the improvement of the 13th Street - of 13th Street in this area.

The first alternative is to do nothing - leave things as they are today.

The second alternative is the one shown to my right, the Alternate Alignment, which enlarges the radii of the two curves in the vicinity of Leslie Street.

The other alignment which has been studied is the one to my right (indicating), the Recommended Alignment, which is generally a new facility north of Shelton Ditch.

The first alternative I mentioned was the Do Nothing Alternate. This has been considered, and found to be unacceptable as a permanent solution to traffic problems in this area due to the magnitude of the present and future traffic volumes. If allowed to remain as it is today, the existing system would handle future traffic volumes at an increasingly lower, more congested level of service. As the density of development in the Central Business District, Capitol Mall, and Willamette University areas increases, there would be an - a corresponding increase in traffic congestion.

Without the increase in ease and mobility of traffic flow provided by this proposed project, the Pringle Creek Parkway will not operate - would not operate according to its anticipated standard of function, which would thus defeat the urban renewal programs that are now taking

place in the Central Salem Area. These urban renewal programs offer the City of Salem flexibility to - the flexibility to help downtown busineses remain competitive with suburban shopping centers.

The next alternative is the Alternate Alignment (indicating). And this alignment follows the existing alignments of 13th Street, Leslie Street and 12th Street. These streets would be widened to provide three lanes of traffic on 13th Street and Leslie Street, and three lanes of traffic in each direction on 12th Street.

The commercial and residential areas bordering Leslie Street and 12th Street are constraints to improving 13th Street along this present alignment. During the past year there have been two new businesses, Brookside Clinic and the Rooster Tail Restaurant, constructed on the property located in the triangular area bounded by Leslie Street, 12th Street, and Shelton Ditch. The value of these two businesses is currently estimated to be in excess of $250,000. Without buying these businesses, it is only possible to provide a 25 mile an hour alignment along this route.

If this route were built, the - it would severely damage the parking lots of both of these businesses,

the Brookside Clinic and the Rooster Tail Restaurant, and also the parking lot of the King's Table Restaurant, which is located just to the south of Leslie Street, between 12th and 13th Streets.

The 12th Street bridge over Shelton Ditch would have to be widened to accommodate six lanes of traffic, and it would require channelization for the Bellevue Street intersection.

I would like to talk a little bit more about this particular intersection, since it is a vital part of the design. In the first stage of development, which is the plan C on the wall, we would provide - develop a six lane facility to the south of Bellevue Street, but to the north we would tie into the existing four lanes on 12th Street, two in each direction, and we would tie into Bellevue Street as it exists as a two lane residential street.

If we could flip the map down, (indicating) and look at the Ultimate Plan for this area - for this intersection - this intersection would tie into the widened 12th Street I mentioned earlier and the proposed Pringle Creek Parkway. It would have three through lanes on 12th Street each direction, north and southbound, and there would be a

left turn pocket for northbound traffic on 13th - or 12th to turn onto the Pringle Creek Parkway. The Pringle Creek Parkway would be two lanes each direction, east and west, and a left turn pocket provided for traffic eastbound on Pringle Creek Parkway to go northbound on 12th Street.

Looking at the cross-sections for this particular alignment, the area - the upper-most cross-section is for that area along 13th Street between Mission Street and Leslie Street. It's proposed to widen the existing 30 foot improvement to a 40 foot improvement, three lanes, all within the existing right-of-way. We would not acquire any additional right-of-way in this area (indicating).

Through the curves at Leslie Street, it would be - there would be, again, a 40 foot improvement. We would be acquiring right-of-way on both sides, necessitated by the curves. And as we come down to 12th Street it would be a six lane facility holding the existing right-of-way on the west side of 12th, and buying any additional right-of-way from the east side. The right-of-way width in here (indicating) is variable. The minimum width is about 96 feet. Maximum of 108. The width varies on the location for the necessary channelization in that Pringle Creek Parkway intersection.

In the proposed facility there would be a five foot sidewalk -- a five foot wide sidewalk provided on the west side, and an eight foot wide combination sidewalk and bikeway provided on the east side.

Landscaping would be provided in the area between the curb and the sidewalk.

Going on to the other alignment, the Recommended Alignment, it begins at the intersection of 13th and Mission Streets, and proceeds northerly along the existing alignment of 13th Street to Leslie Street. North of Leslie Street at Shelton Ditch a bridge would be constructed on the new alignment. On crossing the ditch the new roadway would curve northwesterly to connect with 12th Street at its present intersection with Bellevue Street.

The additional width shown in the vicinity of 12th-Bellevue Street intersection, again, it would be necessary for the traffic -- necessary for the traffic channelization.

Again, we've pointed out the traffic circulation at that intersection -- aw -- pointing out the traffic circulation at that intersection, 12th Street would be two lanes in each direction north of Bellevue Street. This

is existing. 12th Street would be three lanes southbound south of Bellevue Street. Bellevue would remain as it is, a two lane residential street.

13th Street would be three lanes northbound to Bellevue Street, which two of the lanes would connect on to 12th Street. One lane would connect to Bellevue, and one lane would return to 12th Street, southbound.

In the Ultimate Plan (indicating on wall) 12th Street would be three lanes in each direction throughout the project area. The Pringle Creek Parkway, as proposed, would be two lanes in each direction, with a left turn pocket for eastbound traffic on the Pringle Creek Parkway to go northbound on 12th Street.

13th Street would be three lanes northbound connecting to a widened 12th Street, and there would be two lanes that would connect to the Pringle Creek Parkway. Again, there would be a turn area for that traffic northbound on 13th desiring to go out on 12th.

Looking at the cross-sections for this particular alignment, in the area between Mission Street and Leslie Street, again, we would be proposing to widen the existing 30 foot improvement to 40 foot wide within the exist-

ing right-of-way. No additional property acquisition in this area.

North of Leslie Street, we would have a 64 foot right-of-way, again, with a 40 foot improvement running west approximately 300 feet or so, until we start getting into the channelization for the Bellevue Street intersection, and then it would widen out four lanes wide going into the intersection. This would all be on new right-of-way north of Leslie Street.

There would be a five foot wide sidewalk provided on the west side of the proposed facility, and an eight foot wide combination sidewalk-bikeway provided on the east side.

As the cross-section shows, there would be, again, landscaping between the sidewalk-bikeway and the traveled lanes.

Since there are no improvements on the land that this alignment would cut across, it's possible to provide a 35 mile an hour design speed, which we feel is most desirable for a facility of this type, as compared to only a 25 mile an hour design speed on the Ultimate Alignment.

Associated with the construction of this

Recommended Alignment, there would be certain modifications to both 12th Street and Leslie Street within the project area. 12th Street would be restriped to provide three lanes southbound from Shelton Ditch clear through to Mission Street, and there would be parking provided on the west side of 12th Street. Leslie Street would become a two lane street, one lane each direction. Parking could be provided on the - on one side or the other. We have it here (indicating) shown on the south side of Leslie Street. On 12th Street at Leslie Street, in this area there would be no new construction. It would be just restriping of the existing pavement.

The right-of-way for this alignment, which is vacant land at the present, is primarily in the ownership of two people. One Mr. Sutcase (phonetic) and the other is Southern Pacific Railroad. And the City of Salem is working with Southern Pacific to ensure that we provide adequate access to their remaining property and business operations, which includes the R. E. A. Express Agency Depot.

There would also be driveways provided as necessary for that portion - that strip of land between 13th Street and Shelton Ditch.

I might speak a little bit about Shelton

Ditch. This is, in essence, a manmade watercourse, which connects Mill Creek with Pringle Creek, and is about 50 feet wide. Any bridge that we would construct over this ditch would have a clearspan of a minimum of 50 feet to get any debris or whatever floating down, why, to go through without any obstruction.

During the construction of this project, any soil or silt entering the ditch would be very closely controlled, so that there would be a very minimum of distrubance to the ditch and any aquatic life in it.

We have been in contact with the State Fisheries Department, and they have recommended that any bridge construction in this area be done -- any construction, that is, that involved the disturbance of the ditch, be done during June, July or August to avoid conflicts with salmon spawning migrations, Spring or Fall.

Looking at traffic volumes in the vicinity of this project, in 1972 the average daily traffic indicates there were about 16,000 vehicles using the 12th-13th Streets corridor between Mission and Bellevue Streets. About 45 percent of these were northbound, 46 percent southbound, and the remaining 9 percent came into the area from Bellevue

Street. Of these 16,000 vehicles, about 3.4 percent is considered truck traffic.

Any projected traffic volumes in this area is dependent upon the incorporation of several additional transportation projects adjacent to or in conjunction with this proposal. Of major importance is Pringle Creek Parkway and the widening of 12th Street.

Assuming that these two projects -- the widening of 12th Street to six lanes, three northbound and three southbound, and the development of Pringle Creek Parkway as a four lane facility are completed, the 1992 traffic volumes for the vicinity of the 13th-12-Streets-Pringle Creek Parkway intersection is about 50,800 vehicles per day. This represents about a 217 percent increase over the present figure of 16,000 per day.

Looking at vehicle accidents in the area of the two right angle turns at Leslie Street reveals that during the past five years there has been about 13 accidents in this area. They have either been rear-end collisions or sideswipe-overtaking type of accidents. And we anticipate that these would be reduced to a great extent, if not eliminated, by the development of this project.

Another traffic type item is, with the development of this 13th Street extension and the development of Pringle Creek Parkway and the Front Street By-pass going from 12th Street to the Willamette River bridges, the City of Salem would reroute all those trucks that currently use Mission Street, Church Street, Ferry Street and Front Street to use the Pringle Creek Parkway and this 13th Street extension. It would be approximately 300 log trucks per day diverted to this facility. These trucks are primarily going through town from the area east of Salem, out towards Mill City, to the area west of Salem. Therefore, the truck traffic would increase from its present 3.4 percent to about 5.5 percent.

From the traffic opperations standpoint the Recommended Alignment would operate better than the Alternate Alignment for a couple of different reasons. One, this alignment would provide a 35 mile an hour design versus only a 25 mile an hour design on the Alternate Alignment. And in the vicinity of the 12th Street-13th Street-Pringle Creek Parkway intersection it would provide for a much better alignment for the turning movements required in this area.

A comparison of costs for the two alternates shown here this evening are shown on the wall,

(indicating on diagram on wall), with the Alternate Alignment cost - the cost of - the construction cost of $179,000, bridge cost, $140,000, right-of-way, including damages, $291,000, preliminary engineering, $36,600, for a total cost of this alignment of $646,600.

In comparison, the Recommended Alignment construction cost is $167,000, bridge cost, $100,000, right-of-way costs, $191,000, preliminary Engineering at $27,500, for a total cost of $485,500.

There's $161,000 difference between these two costs. The reason for that difference -- there's about three reasons. One, the curved alignment is a longer facility. It must be constructed under traffic. And the right-of-way and damages are more expensive due to a loss of parking to the three businesses in the area; namely, the Brookside Clinic, the Rooster Tail Restaurant and the King's Table Restaurant. Therefore, our choice of the Recommended Alignment is based on the following criteria: Less disruption of the businesses in the project area; better traffic capability, especially in the vicinity of the 12th Street, 13th Street, Pringle Creek Parkway intersection; higher design speed - 35 miles per hour versus 25; and less expensive to

construct.

However, we would like to emphasize that all alternative designs for this project -- the Alternate Alignment or the Recommended Alignment -- are under consideration, and a specific alternative will be selected for final design after reviewing and evaluating the comments received at this hearing and on the comments received on the circulation of the draft of the Environmental Impact Statement.

Looking at a tentative schedule of what is to come in the future on the - on this project during the Spring and Summer of 1973 we have been and are -- will continue to do preliminary design. We are holding this public hearing this evening, and we have an Environmental Impact Statement which is available to you this evening. It is currently being circulated for review and comments. And we will obtain the necessary approval after we get the comments on these items.

During the Fall of '73 through the Spring of '74, we will be doing final design on this job, and buying the necessary right-of-way. We anticipate that construction would start in the Summer of 1974.

I would like to also say that this project is a cooperative effort between the City of Salem and

the State Highway Department as far as the preparation of plans and acquisition of right-of-way. The City is providing the preliminary design of the project, making the recommendations. The State Highway Department will acquire the right-of-way for this job, and they will also administer the construction contract.

Now, if there are any questions with regard to clarifications of what I have discussed, why, I would be happy to answer them at this time. I would like to defer any official statements or counter proposals until a little later period.

Are there any questions or clarifications I can make with regard to either of these designs discussed?

Any questions?

VOICE NO. 1: Would you repeat the right-of-way on the Recommended Proposal again from Leslie Street to Bellevue Street?

MR. LAMBERT: From Leslie Street to Bellevue Street?

VOICE NO. 1: Right. The two different right-of-way widths?

MR. LAMBERT: Okay. The right-of-way width starting at Leslie Street and proceeding north approximately

300 feet or so will be 64 feet wide. North of that point it will be about 76 feet wide going into the Pringle Creek Parkway or Bellevue Street intersection.

This additional width is necessary for the channelization for this intersection.

VOICE NO. 1: What would be the improvement width?

MR. LAMBERT: The improvement width, it would be basically a 40 foot improvement in the area just north of Leslie Street, and in the vicinity of Bellevue Street intersection it would be widened to a 52 foot improved four lanes.

VOICE NO. 1: Does that include the sidewalk and the bikeway?

MR. LAMBERT: The improvement width is the width of the traffic lanes. The sidewalks or sidewalk-bikeway is included in the right-of-way widths that I quoted you, and these sidewalk or bikeways would be built - located approximately one foot in from the right-of-way line; leaving an area of about three feet wide between the sidewalk and the curb for some landscaping.

VOICE NO. 1: Thank you.

MR. LAMBERT: Any other questions?

VOICE NO. 2: I have a question.

MR. LAMBERT: Yes, sir.

VOICE NO. 2: Timewise you say that this specific project would be a year from this Summer? Timewise how will that relate to the -- perhaps, you're not in a position to say -- but representing Willamette University, we're asking the question: How will it relate to the 12th Street widening and the Bellevue Street widening?

MR. LAMBERT: Okay.

These are three entirely separate projects. The 13th Street extension, as I stated, we anticipate starting construction next Summer. The Bellevue Street widening or the Pringle Creek Parkway project would be possibly starting in '74 or '75. I am not sure of the exact date on that project. It is being handled by the City and the Urban Renewal Agency.

With regard to the 12th Street widening north of here (indicating), that project is several years off. I would estimate about ten, because of the fact we do not have the funds available to do that particular project at the present time.

VOICE NO. 2: Thank you.

MR. LAMBERT: Any further questions?

VOICE NO. 3: Yes.

MR. LAMBERT: Yes, sir.

VOICE NO. 3: On the Recommended Alignment do you propose any curbcut or access changes on 12th or 13th between Leslie and Mission Streets?

MR. LAMBERT: Any driveway changes?

VOICE NO. 3: Yes.

Will there be any curbcut or driveway changes around that block?

MR. LAMBERT: No, there would not.

We would primarily leave everything as is, with the exception that the area would be restriped to provide three lanes southbound on 12th Street instead of as we have it today.

VOICE NO. 3: Thanks.

MR. LAMBERT: Are there any other questions or clarifications I can make?

(No response.)

Okay.

I will turn the hearing back over to Ed Sigurdson.

MR. SIGURDSON: At this point I would like to introduce Rod Henry, State Highway,District 2, Right of Way Supervisor.

He will explain the right-of-way and relocation programs.

MR. HENRY: Thank you, Mr. Sigurdson.

The additional right-of-way necessary for the proposed project will not require the displacement of any residential dwellings or non-profit organizations. There are no commercial buildings included in the proposed right-of-way, but three commercial properties will be directly affected by the southerly alignment and some business occupants may be displaced.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land For Highways," This leaflet contains information regarding public hearings, the appraisal procedure, the definition of market value, procedures for handling payments for property, an explanation of eminent domain, and the address of the District Right of Way office.

Another leaflet, "Moving Because of the Highway?" is also available. It contains the 1970 Uniform Relocation Act relating to the benefits available to relocatees

on a project. The benefits include payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payments for incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both of these leaflets will be included in the minutes of this meeting and will become a part of the official transcript of the hearing. These leaflets are available this evening and I recommend that you take a copy of both of them with you.

The time required for right-of-way acquisition and relocation on this project is estimated at 6 to 9 months from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days after the beginning of negotiations for relocation of any displaced businesses. No owner occupant will be required to move until he has been paid for his property or the money has been deposited in the registry of the court.

The right-of-way program for this project will be under my supervision. My office is located

in the East Salem Highway Building. The address and phone number are included in both of the leaflets that are available here this evening.

MR. SIGURDSON: Thank you, Mr. Henry.

A Draft Environmental Impact Statement has been prepared for this project, and is available at this hearing for those who are interested. The Environmental Impact Statement contains descriptions of the project proposals and how these proposals affect the surrounding environment.

During the construction of the proposed facility, there will be a certain amount of inconvenience to local residents, commuters and business traffic dependent upon the existing facility. These effects will consist of temporary changes in traffic patterns, in addition to air and water pollution caused by construction operations. The contractor will be required to conduct his operations in such a manner so as to reduce these impacts as much as possible.

Benefits of the project over the long run include an increased level of service for the 12th Street-13th Street couplet, decreases in potential traffic conflicts, delays and accidents; a greater degree of flexibility in meeting city wide goals for more functional traffic circulation pattern

in the East Salem Highway Building. The address and phone number are included in both of the leaflets that are available here this evening.

MR. SIGURDSON: Thank you, Mr. Henry.

A Draft Environmental Impact Statement has been prepared for this project, and is available at this hearing for those who are interested. The Environmental Impact Statement contains descriptions of the project proposals and how these proposals affect the surrounding environment.

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Benefits of the project over the long run include an increased level of service for the 12th Street-13th Street couplet, decreases in potential traffic conflicts, delays and accidents; a greater degree of flexibility in meeting city wide goals for more functional traffic circulation pattern

to and from the Central Business District, and a general reduction in noise levels in the project area through the provision of more uniform traffic flow.

This project will augment the City of Salem's overall street improvement program, which provides: one, the widening of the 12th-13th Street corridor to three lanes each direction north of Mission Street; two, the construction of a four lane boulevard, Pringle Creek Parkway, along the south edge of the Salem Central Business District.

At this time statements will be taken regarding the proposal. Now, I want to assure you that the entire proceedings of tonight's hearing are being recorded, both by tape recorder and a reporter, and it will be reviewed and evaluated.

Please stand up at the podium. Stand, say, oh, about six inches from the microphone as I am doing now. If you get too close it kind of rattles, and if you get too far away you can't hear. So, if you will do this we will be able to clearly record your statments.

Before beginning your presentation, please state your name and address for the record.

Are there any people who want to turn

in card that haven't?

(No response.)

I might first call on a representative from the railroad, Mr. Ernie Kendrew.

MR. KENDREW: Mr. Chairman, ladies and gentlemen, I'm Ernest Kendrew from Southern Pacific Company, Engineering Department.

We have been negotiating, as previously stated, relative to the alignment of 13th Street. There are a few things that are still to be worked out between the railroad and the City as to access and the exact location. I do not have clearance at this time, but we will work with you and resolve these few matters. And I believe that you have pretty good alignment here. Some of it fits in with our program. And we will be willing to work with you.

MR. SIGURDSON: Thank you, Mr. Kendrew.

Mr. Baldwin?

MR. BALDWIN: Mr. Chairman, my name is David Baldwin. I also represent Southern Pacific. And Mr. Kendrew and I felt that it might be best if we both spoke on the subject -- Mr. Kendrew from the engineering standpoint, and myself from the land standpoint of the proposed and

recommended alignment.

From our standpoint, we see no objections to your Recommended Alignment, with the feeling that all of the property to the west of the alignment should then be acquired by the City in connection with the land acquisition program.

On that basis, we feel that we can support the alignment that you're recommending.

We would also suggest that there is one small parcel that will remain on the east side of the alignment, that will be surrounded by the street, and it is property that is owned by Southern Pacific, and we would suggest that, perhaps, this parcel should become a part of the ownership of Southern Pacific on a value-for-value basis.

And I think Mr. Kendrew has mentioned it - it was mentioned in the report - that we are working with the City as far as the access to our properties are concerned. Of course, we would be concerned with having proper access to our properties.

I might indicate that we have looked at this on a local level, but we would still have to obtain the approval of our management to proceed with the project, but we feel confident that on a local level we could make a recommendation

on the basis of the comments that I have made tonight.

MR. SIGURDSON: Thank you.

The last card I have is from Karen Runkel.

MISS RUNKEL: My name is Karen Runkel. I live at 490 Capitol, Southeast, an address which will no longer exist when Pringle Creek Parkway is a reality.

My concern on reading the D. E. I. S. are random thoughts and they are -- I'm just throwing them out, but feel they should be voiced.

Since I will be displaced by the Parkway, and I feel what we are talking about is ultimately aimed in that direction, I think it's rather paradoxical that in downtown central Salem there's a focal point which draws -- well, it draws everyone downtown. Besides the downtown district, we have the Willamette University, which is going to be expanding, particularly their new athletic facilities, which is going to bring in more people from the community, I think, than many of you expect.

The Mission Mill Museum is working and will be growing. You have your Urban Renewal area. We have Bush Park, Deep Woods -- there's a lot of -- Civic Center. All this whole area which is going to be drawing people. And

will have green spaces,and people will want to be out in the open. If you're going to have a four lane Parkway through it with a 217 percent increase by 1992 in traffic, which means a lot of noise, a lot more air pollution and a lot more disruption in a "people" place. Also 300 log trucks a day, which is rather teriffying, I think.

The second point that I would like to make is that no mention of public transportation improvements or alternatives were included in the D. E. I. S., such as a park ride facility, perhaps, in South Salem, which would bring Capitol Mall workers in, and eliminate a lot of one-car driving.

If we're/bring more people in this area to we're also going to have to have more parking. And I don't know where the parking is going to be; perhaps, you know.

Let's see. That's the main thing I had to say. I just feel that in this central area, perhaps, we should be a little more sensitive to the concerns of the environment and the people who are going to be using it.

Thank you.

MR. SIGURDSON: Thank you very much for your concern. And these will all be considered and followed

up by the City staff as well as the State and Federal staff.

Has everyone had a chance to speak?

Even if you didn't turn in a card you have an opportunity to now, if you wish, to make a statement.

Once again I would like to point out that you may make written statements, and they will be accepted within the next ten days. And after the close of this hearing all information developed in support of the proposed project will be available on request for public inspection and copying at any time prior to the location and design of the project being approved by the Federal Highway Administration.

For the last time, is there anyone present who would like to speak?

(No response.)

There being no further testimony, I thank you all for being present tonight, and now declare this hearing officially closed at 8:22 p.m.

Thank you.

* * * * * * *

STATE OF OREGON)
) ss.
County of Marion)

I, John Rice, a Notary Public for Oregon, do hereby certify that the foregoing proceedings were reported by me in stenotype and thereafter reduced to typewriting under my direction, and the foregoing transcript constitues a full, true record of the foregoing proceedings, and the whole thereof.

WITNESS my hand and notarial seal at Salem, Oregon, this 4th day of June, 1973.

John Rice
Notary Public for Oregon
My commission expires 5/3/76

Additional Comments Received Relative to the
Corridor-Design Public Hearing

The following comment was submitted on a card at the hearing:

Submitted by: Robert W. Rynerson
823 Liberty Street, S.E.
Salem, Oregon 97302

Representing: Self

Comment: "Either alternative will be suitable, if adequate provisions for pedestrian access to the Amtrak Station is retained, and if adequate signing is installed to direct traffic into and out of the station. Failure to do this will create a traffic hazard, as bewildered motorists search for an entry."

The attached letter was received from the Oregon Fish Commission.

EOU
2EV → RWL RWL.

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

April 20, 1973

Mr. Edward A. Sigurdson, P.E.
City Engineer
Department of Public Works
Room 325, City Hall
Salem, Oregon 97310

Dear Mr. Sigurdson:

We have received your notice on the THIRTEENTH STREET EXTENSION improvement proposal and recommend the following fishery safeguards.

Shelton ditch is utilized by several species of anadromous fish, thus fish passage and water quality standards must be maintained throughout the life of the project. Work in the free-flowing streams such as cofferdamming, bank protection, etc. should be confined to the months of June, July and August. Construction behind the cofferdams though can continue all year provided water seepage, curing water, etc. are not allowed back in the stream. The stream should be left in its natural sinuous course. Altering it by channel changes or narrowing it with riprap or placing abutments too close together creates high velocities, scouring and general deterioration of the stream system.

If you have any questions regarding fish protection, please do not hesitate to call us.

Sincerely,

Burt Carnegie ek

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

RECEIVED
APR 23 1973
CITY OF SALEM
ENGINEERING DIVISION

Analysis of comments received relative to the
Corridor-Design Public Hearing

Mr. Ernest Kendrew, Southern Pacific Company, (p. 32 of transcript)

COMMENT: Mr. Kendrew stated that there are a few details of alignment and access to be resolved by the City and railroad.

ANALYSIS: The City will be working closely with Southern Pacific during the final design process to resolve any problems, including provisions for adequate access to the Southern Pacific Depot and R.E.A. office.

Mr. David Baldwin, Southern Pacific Company (p. 32 of transcript)

COMMENT: Mr. Baldwin feels the City should purchase all of Southern Pacific's property between the proposed 13th Street and Shelton Ditch. He also suggested that a small triangle of property lying east of 13th Street, which is currently in other private ownership, be deeded to Southern Pacific Company on a value-for-value basis.

ANALYSIS: During the right-of-way acquisition process these items will be resolved. We see no problems in transferring ownership of the small triangular parcel to Southern Pacific. However, the City's purchase of the remaining Southern Pacific property between the proposed 13th Street and Shelton Ditch is subject to further consideration.

Miss Karen Runkel (p. 34 of transcript)

COMMENTS: Miss Runkel is concerned with several items, namely:

1. The increase in traffic, noise, air pollution, and log truck traffic.
2. No mention of public transportation improvements or alternatives, such as park ride lots in South Salem.
3. Additional people in this area will require more parking, where is this to be provided?

ANALYSIS: 1. Even though the overall traffic in this vicinity is going to increase, we donot expect substantial increases in the noise or air pollution levels because of the far smoother flow of traffic, afforded by the new alignment for 13th Street.

The log truck traffic that will be using this facility currently uses Mission, Church, Ferry, and Front Streets to travel through town. Rerouting of this truck traffic onto 13th Street, the Pringle Creek Parkway and the new Front Street Bypass will reduce the noise and pollution at Bush Park and the State School for the Blind.

2. Express and local busses could use the proposed 13th Street facility, and the other proposed improvements in this area, to transport people from various locations in South Salem to and from the CBD, Willamette University, and State Capitol areas. The smoother traffic flow should enhance public transportation along this route.

3. Existing and proposed parking facilities for the Central Salem area have been detailed in the Central Salem Development Program Report.

Mr. Robert Rynerson (Submitted on card at hearing)

COMMENT: Mr. Rynerson is concerned about adequate pedestrian and vehicular access to the Amtrak Station including signing.

ANALYSIS: Driveway locations for the railroad station and R.E.A. Depot will be designed in the final design process, in consultation with Southern Pacific Company, et al. There will be a sidewalk on the east side of 13th Street to serve pedestrians. Signing will be provided, as required, to avoid motorist confusion in this area.

Oregon Fish Commission (Letter submitted in mail)

COMMENT: Their concerns are directed at bridge construction over Shelton Ditch.

ANALYSIS: Water quality will be maintained throughout the life of the project. Work such as cofferdamming, bank protection, etc., will be confined to the months of June, July, and August to avoid fish conflicts. Shelton Ditch will be left in its natural sinous course. The piers will be placed so that a minimum of a 50 foot clear span will be maintained over Shelton Ditch.

Analysis of comments received relative to circulation of the Draft Environmental Impact Statement will be considered in the Final Environmental Impact Statement.

Department of Transportation
Office of the Secretary
Washington, D.C.

ORDER

DOT 5620.1

6/24/70

SUBJECT: REPLACEMENT HOUSING POLICY

---

1. PURPOSE. This order establishes Department of Transportation (DOT) policy on replacement housing for persons displaced by the Department's Federal and Federally-assisted construction.

2. POLICY. It is the policy of DOT that no person shall be displaced by the Department's Federal and Federally-assisted construction projects unless and until adequate replacement housing has already been provided for or is built. To accomplish this policy the following three principal points must be carried out:

   a. Specific written assurances that adequate replacement housing will be available or provided for (built if necessary) will be required before the initial approval or endorsement of any project.

   b. Construction will be authorized only upon verification that replacement housing is in place and has been made available to all affected persons.

   c. All replacement housing must be fair housing -- open to all persons regardless of race, color, religion, sex or national origin. This is in addition to the requirement that replacement housing must be offered all affected persons regardless of their race, color, religion, sex or national origin.

3. DEFINITIONS.

   a. Affected Person. Any family or individual who is required to move from real property occupied as a dwelling

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DISTRIBUTION: All Secretarial Offices
All Operating Administrations
National Transportation Safety Board (Info)

OPI: Office of Assistant Secretary for Environment and Urban Systems

on land acquired or to be acquired for DOT Federal or Federally-assisted construction.

b. Fair Housing. Housing that is consistent with the requirements of Title VIII of the Civil Rights Act of 1968.

c. Adequate Replacement Housing. Housing that conforms to the accepted standard of decent, safe and sanitary, which can be reasonably expected to meet the needs and be within the financial capability of the affected persons and reasonably accessible to their places of employment, public services and other conveniences.

d. Initial Approval or Endorsement. Is that point in the development of a project at which a decision is made to proceed with a plan for construction which will be the basis for acquiring specific real property including right-of-way and which will identify specific replacement housing requirements.

e. Construction. Construction, as used in this order, means that part of a construction project which requires the actual displacement of any persons, and not the preliminary activities which can be efficiently and practically conducted without such displacement.

4. RESPONSIBILITIES.

a. The Assistant Secretary for Environment and Urban Systems has the responsibility for coordinating DOT's replacement housing program as it is implemented by operating administrations. With the cooperation of the General Counsel, the Assistant Secretary for Administration and the Departmental Director of Civil Rights, the Assistant Secretary for Environment and Urban Systems will:

(1) Establish Departmental methodology to achieve the necessary analyses, interpretation and modification

of procedures which will facilitate the implementation of this policy.

(2) Develop such reporting mechanisms as will establish compliance.

(3) Review and evaluate the replacement housing program of each operating administration with the objective of insuring positive implementation of the Department's policy.

b. The heads of the operating administrations shall:

(1) Develop regulations in accordance with Departmental policy governing replacement housing within their respective jurisdictions.

(2) Develop procedures for the implementation of replacement housing requirements.

(3) Assign appropriate priority and adequate personnel resources to achieve full implementation of this policy.

(4) Provide such reports and information to the Assistant Secretary for Environment and Urban Systems as he may require.

5. PROCEDURES.

a. General.

(1) Each operating administration shall prepare, coordinate with the Assistant Secretary for Environment and Urban Systems and issue such directives and guidelines as a particular program requires to achieve implementation.

(2) Each operating administration shall advise those agencies or groups with which it has programmatic, including but not limited to contractual, relationships that failure to meet replacement housing requirements may cause the suspension, postponement, termination or elimination of any affected projects or programs.

(3) Before initial approval or endorsement of a project each operating administration shall evaluate the replacement housing plan developed in connection with assurances of the availability of adequate replacement housing and satisfy itself that such plan complies with established regulations.

(4) Prior to the authorization of construction each operating administration shall establish the validity of the verification that adequate replacement housing is in place and has been made available to displacees.

6. INTERDEPARTMENTAL COOPERATION. The Office of the Secretary, with the cooperation of the operating administration officials responsible for the implementation of the replacement housing requirement, shall develop such cooperative relationships with the Department of Housing and Urban Development, and other agencies as appropriate, as will contribute to the capacity of DOT to produce, or cause to be produced, adequate replacement housing in a time frame consistent with budgetary requirements.

John A. Volpe
Secretary of Transportation

FHWA-OR-EIS-73-02-D

DEPARTMENT OF TRANSPORATAION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

DRAFT

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION
(13TH ST. S.E. EXTENSION)
FAUS 3074 & 5051
SALEM, MARION COUNTY, OREGON

A proposal to improve the 12th-13th Street couplet connection between Mission and Bellevue Streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

3/23/73
Date

M. D. Schroeder
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

3-28-73
Date

E. J. Walsh
for Division Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

1. This project is advanced by administrative action of the City of Salem in cooperation with the Oregon State Highway Division and the Federal Highway Administration.

2. The proposed development consists of the improvement of the present connection from 12th Street to 13th Street, between Mission and Bellevue Streets. Project purpose is to alleviate traffic congestion between the existing 12th - 13th Street couplet system.

3. The environmental impacts of this proposal are:

Acquisition of right-of-way

Greater traffic mobility in a congested corridor.

Reduction in automobile-truck conflicts.

Changes in present noise levels, with probable decreases within the project area. Short-term disruption due to construction activities.

4. **Alternatives considered:**

   a. A general alignment north of Shelton Ditch with connecting elements at Bellevue and 12th Streets.

   b. An alignment south of Shelton Ditch that widens the existing route and enlarges the radii of the two right-angle turns.

   c. The "no-build" alternative.

5. Recipient agencies requested to comment on the draft environmental statement:

   State of Oregon, Federal Aid Coordination Unit
   Mid Willamette Valley Council of Governments
   Oregon Environmental Council
   United States Department of Agriculture
   United States Department of Housing and Urban Development
   United States Department of Interior
   Federal Aviation Administration
   Bureau of Sports Fisheries and Wildlife
   Corps of Engineers
   National Park Service
   Environmental Protection Agency
   Bureau of Outdoor Recreation
   National Oceanic and Atmospheric Administration

6. Date draft statement was made available to CEQ and the public:

   APR 10 1973

Milton-Freewater
Weston
Athena
Elgin
Enterprise
Joseph
Hermiston
Pendleton
Pilot Rock
Umatilla
Lexington
Heppner
Condon
Arlington
Wasco
Moro
Grass Valley
Shaniko
Fossil
Dufur
The Dalles
Hood River
Cascade Locks
Maupin
Madras
Prineville
Redmond
Sisters
Bend
Brothers
Silver Lake
Lapine
Crescent
Chemult
Wagontire
Valley Falls
Lakeview
Paisley
Beatty
Bly
Dairy
Bonanza
Merrill
Klamath Falls
Klamath Agency
Keno
Chiloquin
Medford
Ashland
Grants Pass
Prospect
Trail
Oregon Caves
Kerby
Brookings
Gold Beach
Port Orford
Bandon
Coquille
Coos Bay
North Bend
Myrtle Point
Reedsport
Florence
Yachats
Newport
Waldport
Toledo
Siletz
Kernville
Valley Jct
Dallas
Monmouth
Independence
Albany
Corvallis
Lebanon
Sweet Home
Junction City
Mapleton
Eugene
Springfield
Cottage Grove
Drain
Elkton
Sutherlin
Roseburg
Canyonville
Oakridge
Blue River
Detroit
Mill City
Sandy
Oregon City
Woodburn
Newberg
Hillsboro
Forest Grove
Tillamook
Yamhill
McMinnville
Hebo
Wheeler
Seaside
Cannon Beach
Astoria
Westport
Clatskanie
Rainier
St. Helens
Portland
Salem
Long Creek
John Day
Canyon City
Dayville
Kimberly
Mitchell
Spray
Unity
North Powder
Haines
Baker
Durkee
Huntington
Brogan
Vale
Ontario
Nyssa
Juntura
Burns
Crane
Princeton
Jordan Valley
Riley
Hines
Harney
Lake
Klamath
Deschutes
Crook
Jefferson
Wheeler
Gilliam
Sherman
Wasco
Morrow
Umatilla
Grant
Baker
Union
Wallowa
Malheur
Harney
Lake
Klamath
Jackson
Josephine
Douglas
Curry
Coos
Lane
Linn
Benton
Polk
Marion
Yamhill
Tillamook
Clatsop
Columbia
Washington
Multnomah
Clackamas
Hood River
Wasco
Sherman
Gilliam
Morrow
Umatilla
Grant
Baker
Union
Wallowa
Malheur

STATE
LIBERTY
HIGH
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL
WAVERLY
FERRY
TRADE
MILL
BELLEVUE
OAK
LESLIE
ANDRESEN WAY S.E.
STATE BLIND SCHOOL
MISSION
UNIVERSITY
PARK
STATE CAPITOL
WILLAMETTE UNIVERSITY
COURT
STATE
SILVER
STRAND AVE.
BUSH'S PASTURE PARK
Pringle
LEE
WALLER
HINES
LEFELLE
CROSS
WILBUR
DAVIDSON ST.
YEW
HOWARD
CAPITOL
LORAIN CT.
OXFORD
LEWIS
RAILROAD
CROSS PARK
RURAL
HIGH
EAST
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18TH
SALEM
N
MISSION ST. - BELLEVUE ST. SECTION

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposed project envisions the construction of a permanent connection at the north end of the 12th Street-13th Street one-way couplet system. Two alternates have been developed for this connection.

The first route begins at the intersection of 13th and Mission Streets and proceeds northerly along the existing alignment of 13th Street to Leslie Street. North of Leslie Street at Shelton Ditch, a bridge is to be constructed along the new alignment. Upon crossing Shelton Ditch, the new roadway is to curve northwesterly to connect with 12th Street at its present intersection with Bellevue Street. Length of the total project is approximately 1,300 feet, of which the southern 400 feet follows the existing alignment and the northern 900 feet represent a new facility.

The facility is to be a three-lane arterial street with a sidewalk on the western side and a bikeway on the eastern side. Landscaping would be provided between the sidewalk or bikeway and the travel lanes. (See illustration of typical cross-sectional views looking north of the proposed facility.) The additional width in the vicinity of the 12th Street-Bellevue Street intersection is necessary for required traffic channelization. No access control is proposed for this facility.

Associated with the construction of this alternative would be certain modifications to both 12th and Leslie Streets, within the project area. Twelfth Street would be restriped to provide three lanes southbound between Bellevue and Mission Streets. Leslie Street would become one lane each direction between 12th and 13th Streets. Parking is to be provided along the west side of 12th Street and the south side of Leslie Street. No new construction is proposed on these segments of 12th Street or Leslie Street.

PROJECT AREA

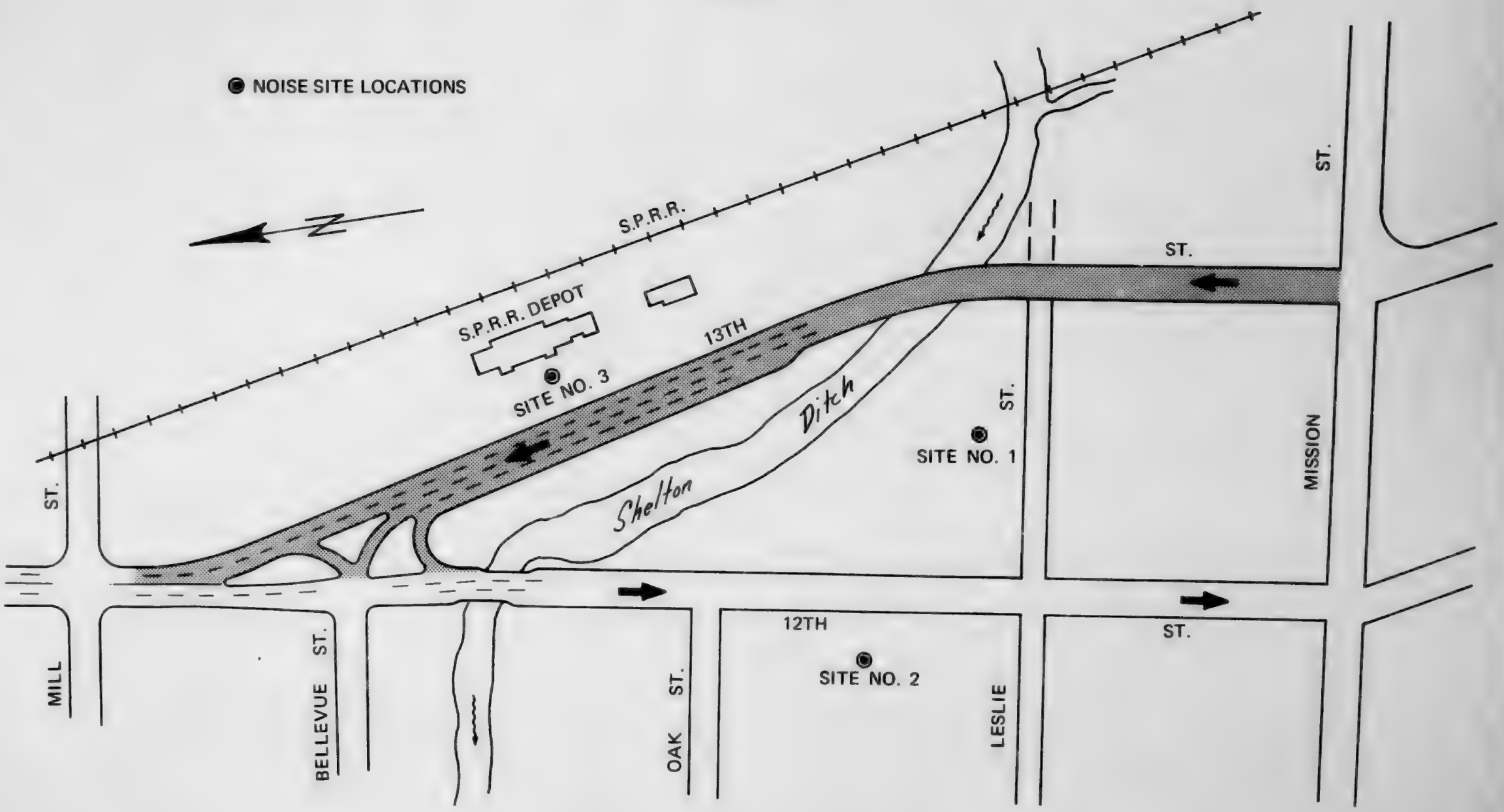
MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION

(13TH ST. S.E.)

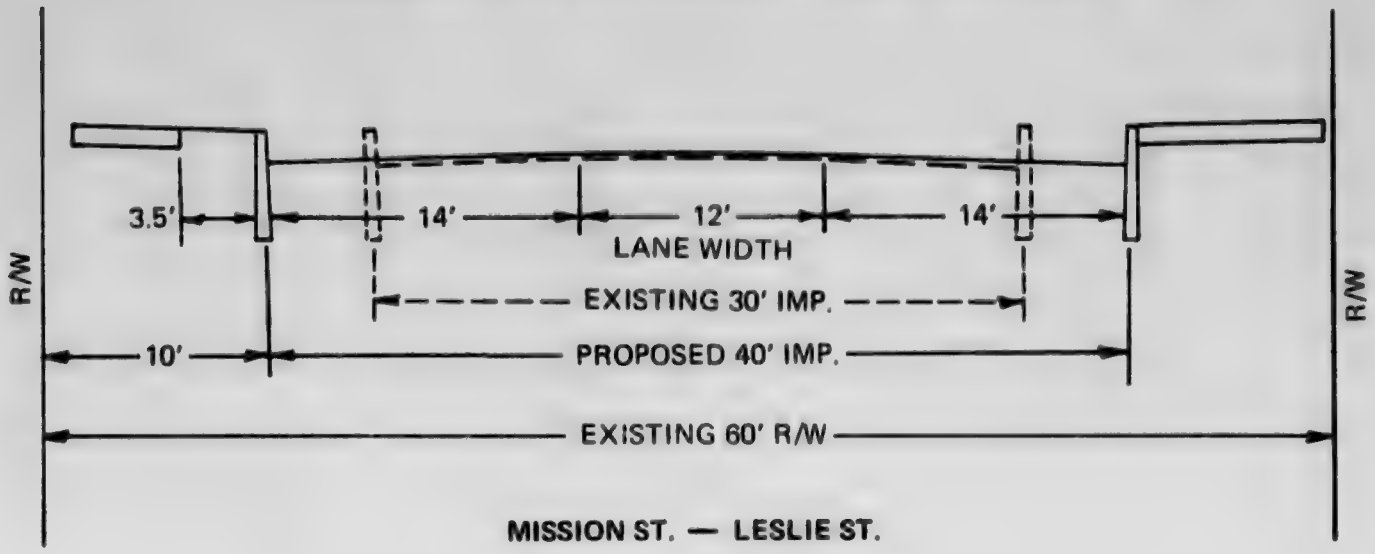
MARION COUNTY

SALEM

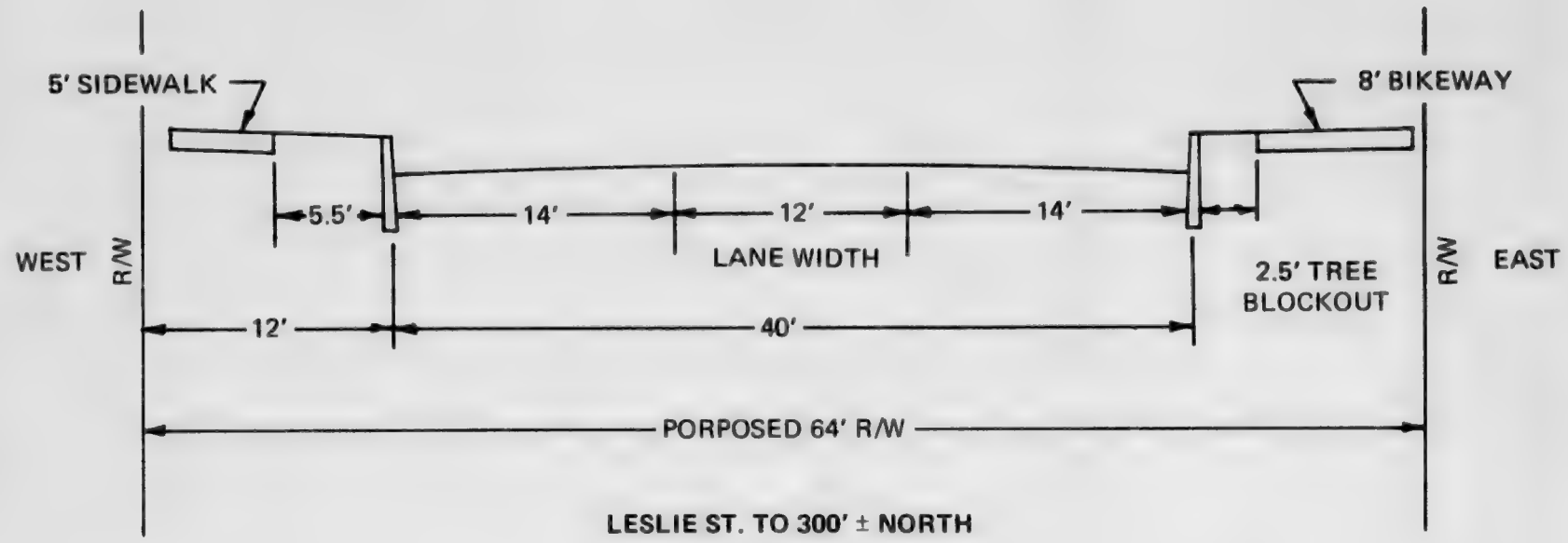
● NOISE SITE LOCATIONS



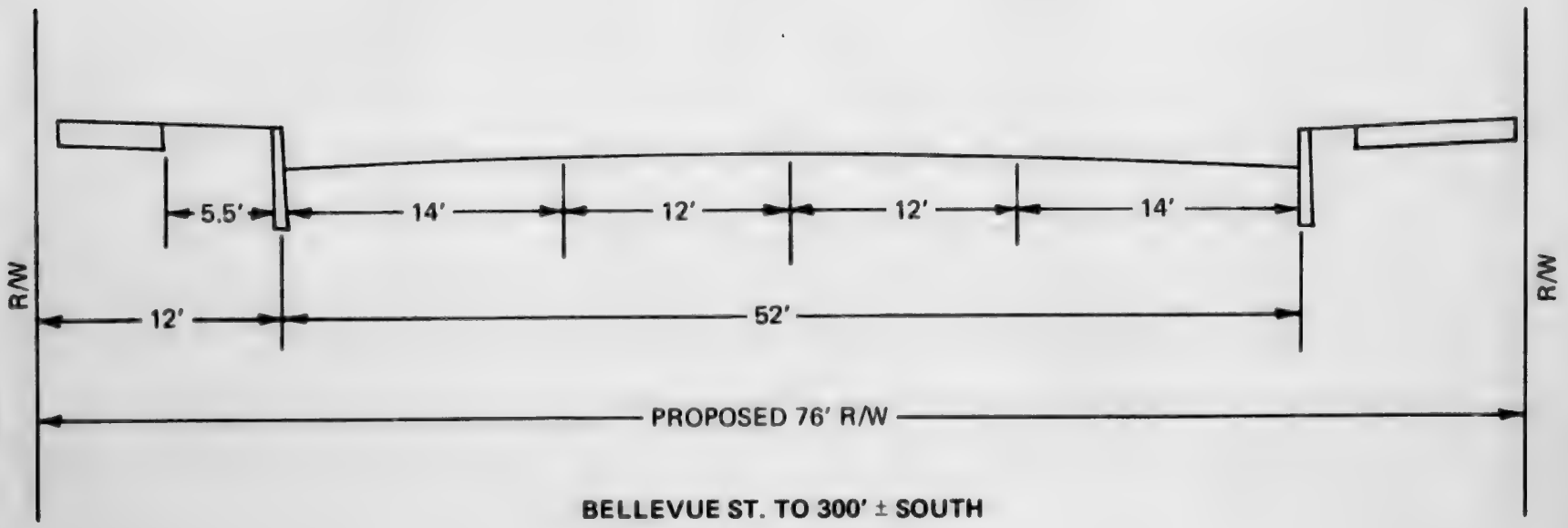
PROPOSED 13TH EXTENSION TYPICAL SECTIONS



MISSION ST. — LESLIE ST.



LESLIE ST. TO 300' ± NORTH



BELLEVUE ST. TO 300' ± SOUTH

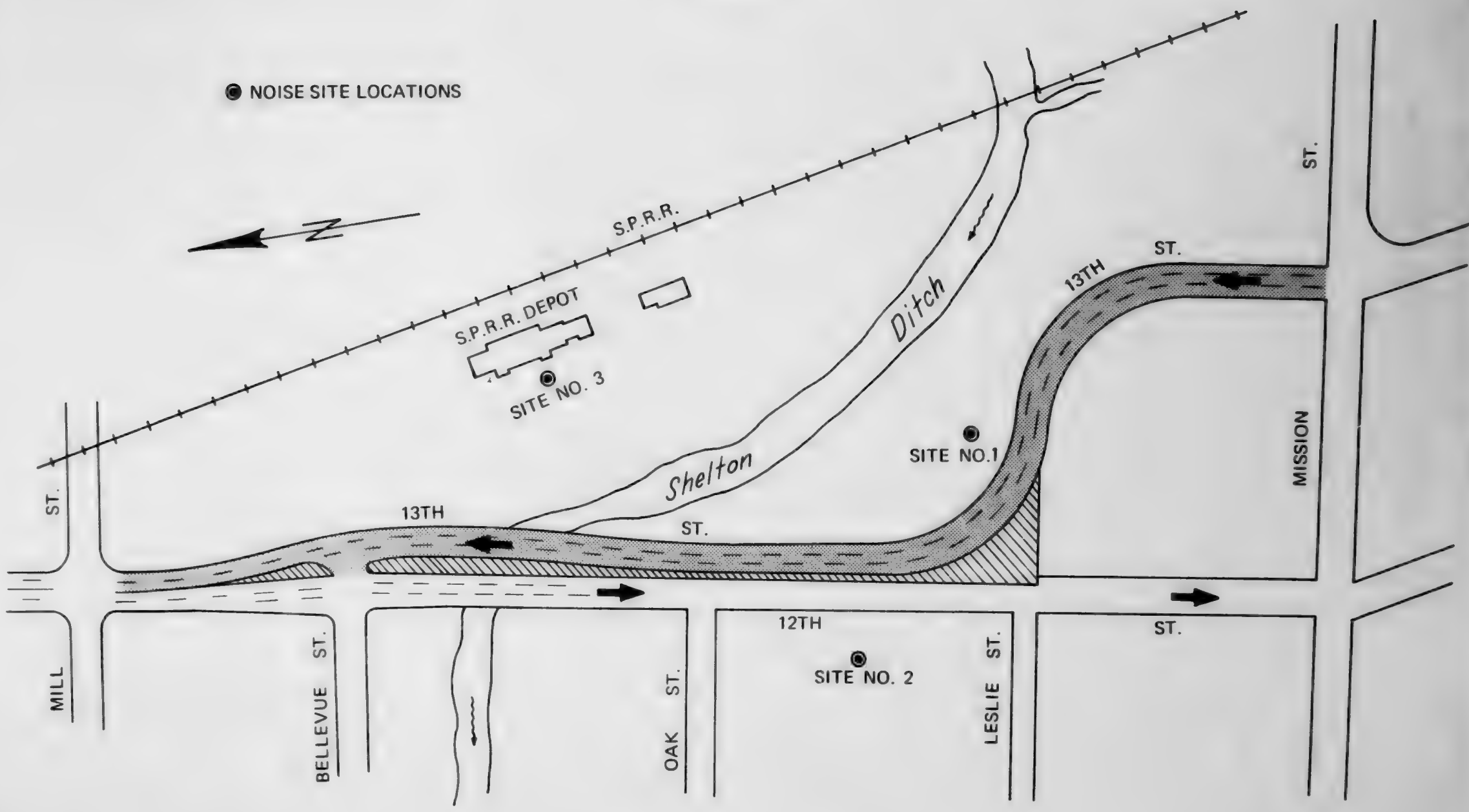
PROJECT AREA

MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION

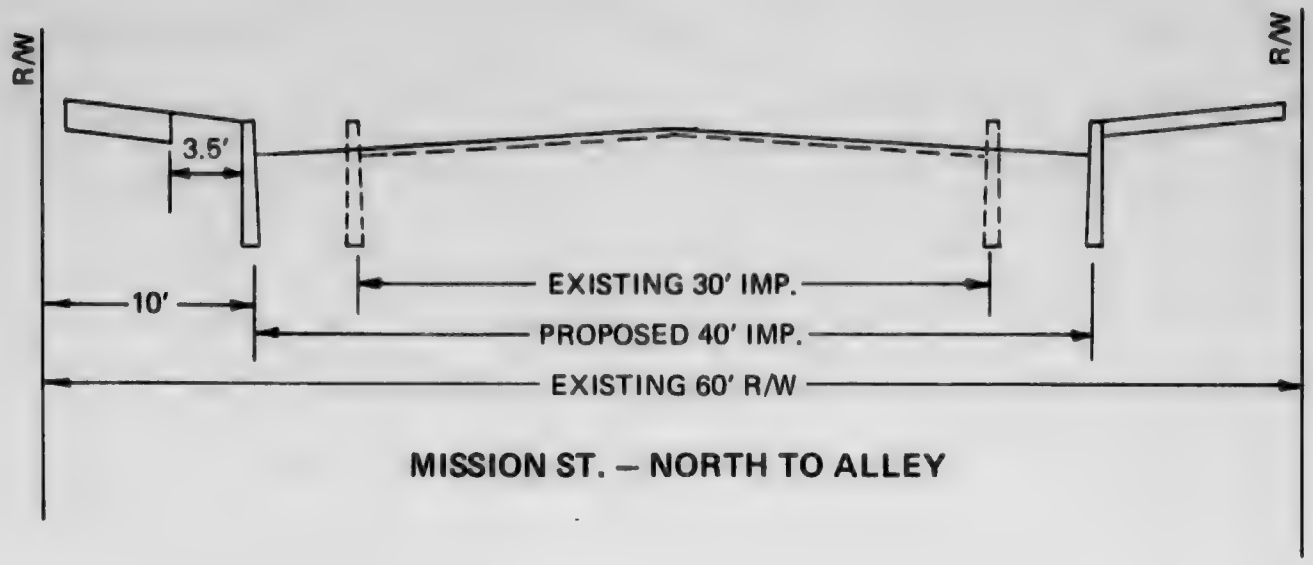
(13TH ST. S.E.)

MARION COUNTY

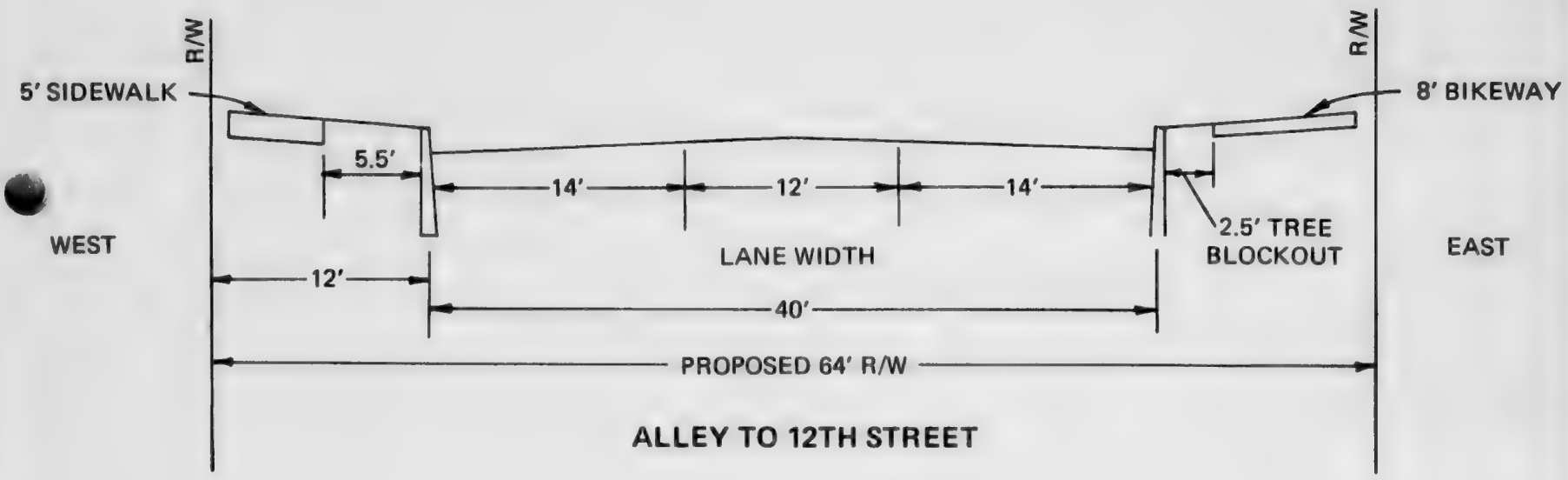
SALEM



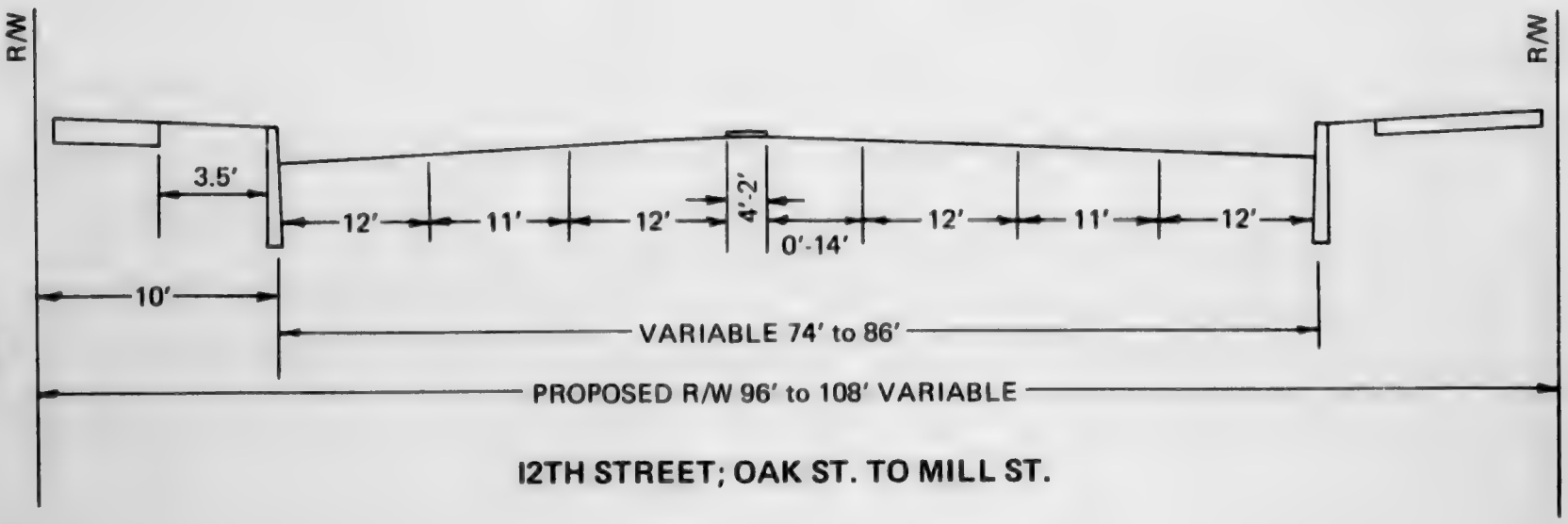
SOUTHERN ALIGNMENT – TYPICAL SECTIONS



MISSION ST. – NORTH TO ALLEY



ALLEY TO 12TH STREET



I2TH STREET; OAK ST. TO MILL ST.

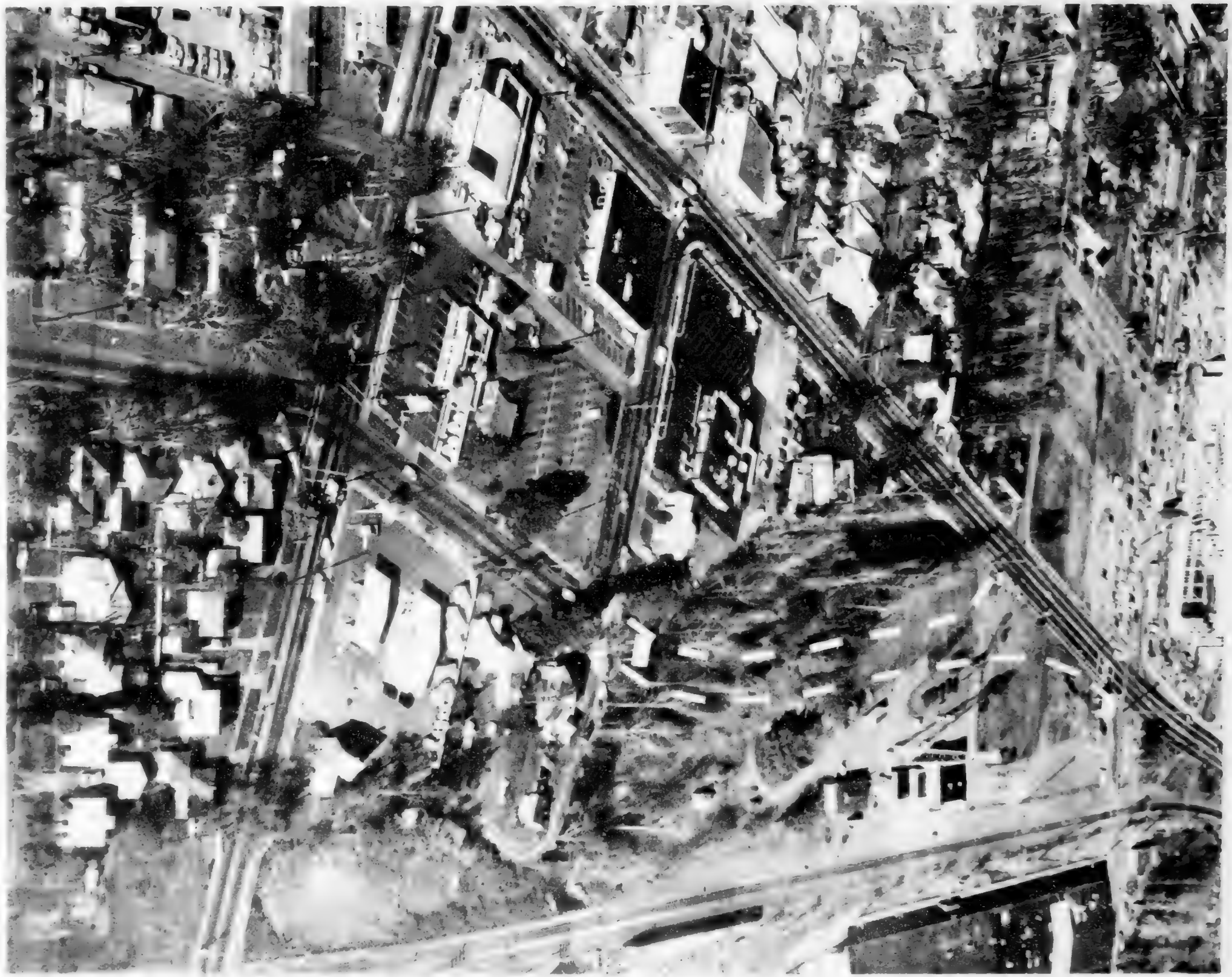
The second alignment follows the existing alignments of 13th Street, Leslie Street, and 12th Street. These streets are to be widened to provide three lanes northbound on 13th Street and three lanes in each direction on 12th Street. The angles of the curves in the vicinity of Leslie Street would be enlarged as much as possible to reduce traffic conflicts. The 12th Street bridge over Shelton Ditch would be widened to accommodate six lanes of traffic and the required channelization for the Bellevue Street intersection. The sidewalk, bikeway, and landscaping would be similar to that shown for the first alternate. (See illustration of typical-cross sectional views of this alignment.)

The 12th Street-13th Street couplet is a major north-south traffic arterial adjacent to and serving the Salem central business district, Capitol Mall, and Willamette University. In addition, this corridor is a designated truck route through the city.

The present couplet is two lanes in each direction. The connection for northbound traffic from 13th Street to 12th Street via Leslie Street was devised as a temporary connection until such time as funds became available to construct a bridge across Shelton Ditch and connect 13th Street to 12th Street in the vicinity of Bellevue Street. The existing temporary connection between 12th Street and 13th Street via Leslie Street necessitates the negotiation of two right-angle turns spaced only one block apart. Movements of this type are restrictive with regard to ease of traffic flow and can be dangerous. Truck traffic utilizing the facility further compounds present movement difficulties.

The map immediately following shows a recommended major street system through the central Salem area as proposed in the Central Salem

CENTRAL SALEM DEVELOPMENT PROPOSAL



Parkway Project suggested in the Central Salem Development Program (CSDP) as outlined by DeLeuw, Cather and Co. This plan, which designates a major urban arterial, is designed to connect the realigned Front Street bypass with the 12th-13th Street couplet, providing a new entry into the downtown Salem area with direct access to Willamette University and the Pringle Creek Project.

Additionally, a proposal identified in the Salem Area Transportation Study (SATS), and concurred with in the CSDP report recommends the ultimate extension of 12th Street north to the Portland Road, forming a Capitol Street-12th Street couplet. It is anticipated that 12th Street, from Bellevue to Court Street, will be widened to six lanes to serve north-south traffic moving over the 12th-13th Street couplet.

Given the assumption of these two major route improvements, the 1982 projected traffic figures for the 12th-13th Street couplet in the project vicinity are estimated at 34,000 ADT, which is roughly a 112 percent increase over the present ADT. Further, assuming that the basic traffic route concept of the SATS and CSDP are complete, and that traffic volumes will continue to increase at the present rate, the 1992 projected traffic volume would reach 50,800 ADT, a 217 percent increase over the present figure.

An examination of the vehicular accident statistics at the two intersections presently requiring right-angle turns (12th and 13th Streets) at Leslie Street reveals thirteen recorded accidents in the past five years. These accidents are primarily of the rear-end collision or sideswipe overtaking variety.

An important factor influencing the projected volumes is the increased percentage of heavy vehicular traffic that may follow from

the diversion of log truck traffic from existing routes through the city. With the completion of the 13th Street extension and the Pringle Creek Parkway, an estimated additional 300 log trucks per day would be diverted to the facility, raising to approximately 5.5 percent the number of trucks utilizing the couplet between Mission and Bellevue Streets. This traffic, passing between the North Santiam Highway and West Salem, currently uses the Mission to Church to Ferry to Front Street route, as prescribed by the Salem Department of Public Works' log-hauling permit system.

EXISTING ENVIRONMENTAL SETTING

The City of Salem, Oregon's capital and the county seat of Marion County, is located in the heart of the Willamette Valley. Salem is rapidly growing community, with a 1972 population estimated at 73,000. The largest single payroll in the Salem area is the State Government, with 9,900 employees; the State payroll continues to grow as the population of the state increases. The city is the home of Willamette University, a four-year liberal arts college and law school, which was founded in 1842. This privately financed Methodist institution maintained a fall 1972 enrollment of 1,600 students. Surrounding Salem in Marion and Polk Counties are one and a quarter million acres of fertile agricultural land. Salem has evolved as a processing center for many of these varied agricultural and timber products.

Coincident with the governmental, agricultural, and manufacturing activities of Salem is a corresponding expansion of the residential and commercial elements of the community. During the past twenty years, much of this residential and commercial activity has occurred along the outer edges of the city. One such expanding residential and commercial sector lies south of the central business district. Rapid residential development

of the area south of Salem during the 1950's has created heavy traffic demands on 12th Street S.E. To alleviate traffic congestion, the one-way couplet system came under consideration.

In 1957, the Salem Planning Commission and the Marion County Planning Commission began a feasibility study for such a one-way couplet, utilizing 12th and 13th Streets. As proposed, this one-way couplet would extend approximately from Vista Street on the south north to a point just south of Mill Street. In 1960, the first phase of this proposed couplet was initiated at a minimum of expense by widening 13th Street and providing temporary connections to 12th Street at Hoyt Street on the south and Leslie Street on the north. In 1962, Marion County constructed a permanent southerly connection between 13th and 12th Streets, in the vicinity of Cannon Street. During the past several years, annexations have placed this entire couplet area within the corporate limits of the City of Salem.

The northerly extension of 13th Street from Leslie Street to the intersection of 12th and Bellevue Streets has been in the city of Salem's Capital Improvement Program since the early 1960's. However, due to a lack of funds for right-of-way acquisition and construction, the northern portion of the couplet was never completed. A temporary connection between 13th and 12th Streets, utilizing Leslie Street, has been in operation since the couplet was formed. On August 30, 1971, the Federal Highway Administration approved the 12th Street-13th Street grid as a route on the Federal-Aid Urban System.

On December 14, 1971, the Mid Willamette Valley Council of Governments approved the northerly extension of 13th Street from Mission Street to Bellevue Street as a Federal Aid Urban Project.

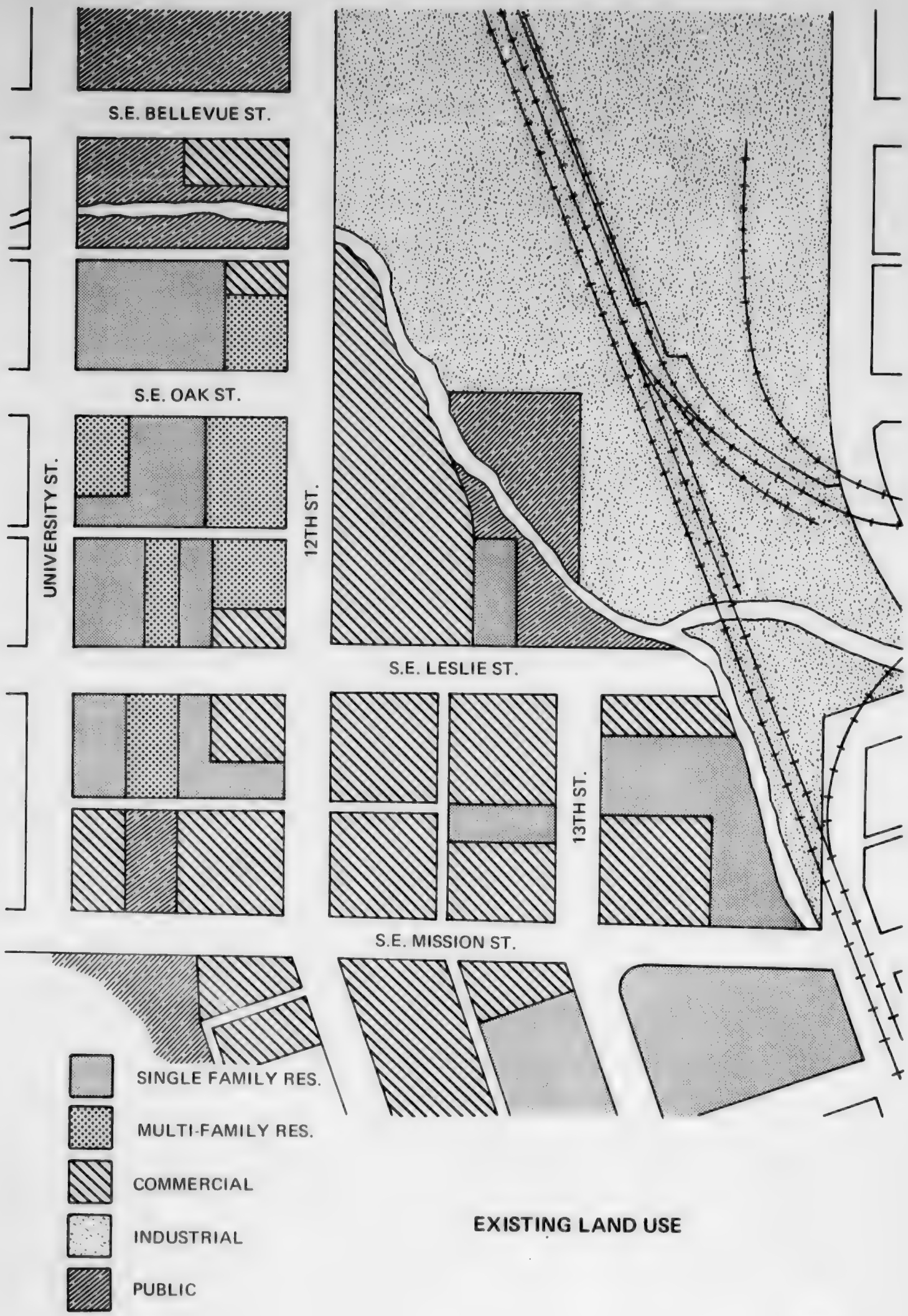
LAND USE

The proposed project is located in a moderately developed area of Salem approximately one-half mile from the central business district. At least 95 percent of the immediately surrounding area is developed. (See map of existing land uses.) The remaining lands, shown on the map as vacant, occupy areas adjacent to Shelton Ditch. Much of this vacant land suffers from lack of adequate access largely as a result of the creek which meanders through the area disrupting the original street grid layout. Poor access allows these lands to remain vacant even though urbanization has affected the area as a whole.

Other land uses in the area include transportation, commercial, industrial, public-quasi-public, and residential categories. Transportation land uses account for approximately 50 percent of the total, followed by commercial uses with 15 percent, residential with 10 percent, industrial with 5 percent and public-quasi-public with 5 percent.

Transportation land uses include the Southern Pacific Railroad station, and adjacent trackage and land holdings, which account for about 40 percent of this category. The local and arterial street system accounts for the remaining transportation uses.

The commercial land use category is made up of mixed auto-oriented businesses, including gas stations, restaurants, auto repair and auto sales lots with a few professional offices and some small miscellaneous retail shops scattered throughout the area. Nearly all of the newer establishments provide off-street parking for their clientele and rely on the automobile as the basic mode of access.



EXISTING LAND USE

Residential land uses are divided evenly between single family and multi-family housing types, averaging from 30 to 50 years in age. Housing units are generally two- to three-bedroom older homes, but seem adequately maintained. Although there is no indication of extensive deterioration at the current time, the area continues to undergo redevelopment, with trends towards commercial and multi-family housing. Such trends are commonly symptomatic of several factors:

1) Proximity to the business district and major arterial streets,
2) Higher property taxation as a result of a highest and best use principle,
3) Existence of older homes occupied by older persons.

The proposed project would be expected to maintain or possibly accelerate the succession process that is already underway in the area.

Properties of Willamette University account for all of the public quasi-public lands in the area. Willamette University is a private four-year institution offering both undergraduate and graduate curricula. It is the only four-year university in the Salem vicinity. School properties nearest to the project are currently used for parking.

The remaining land in the Mission Street - Bellevue Street area is classed as industrial and is occupied by the Del Monte Foods Company and the Honeywood Winery. These firms are located in the northeast corner of the study area and receive street access from that direction.

The most prominent physical feature within the project area is

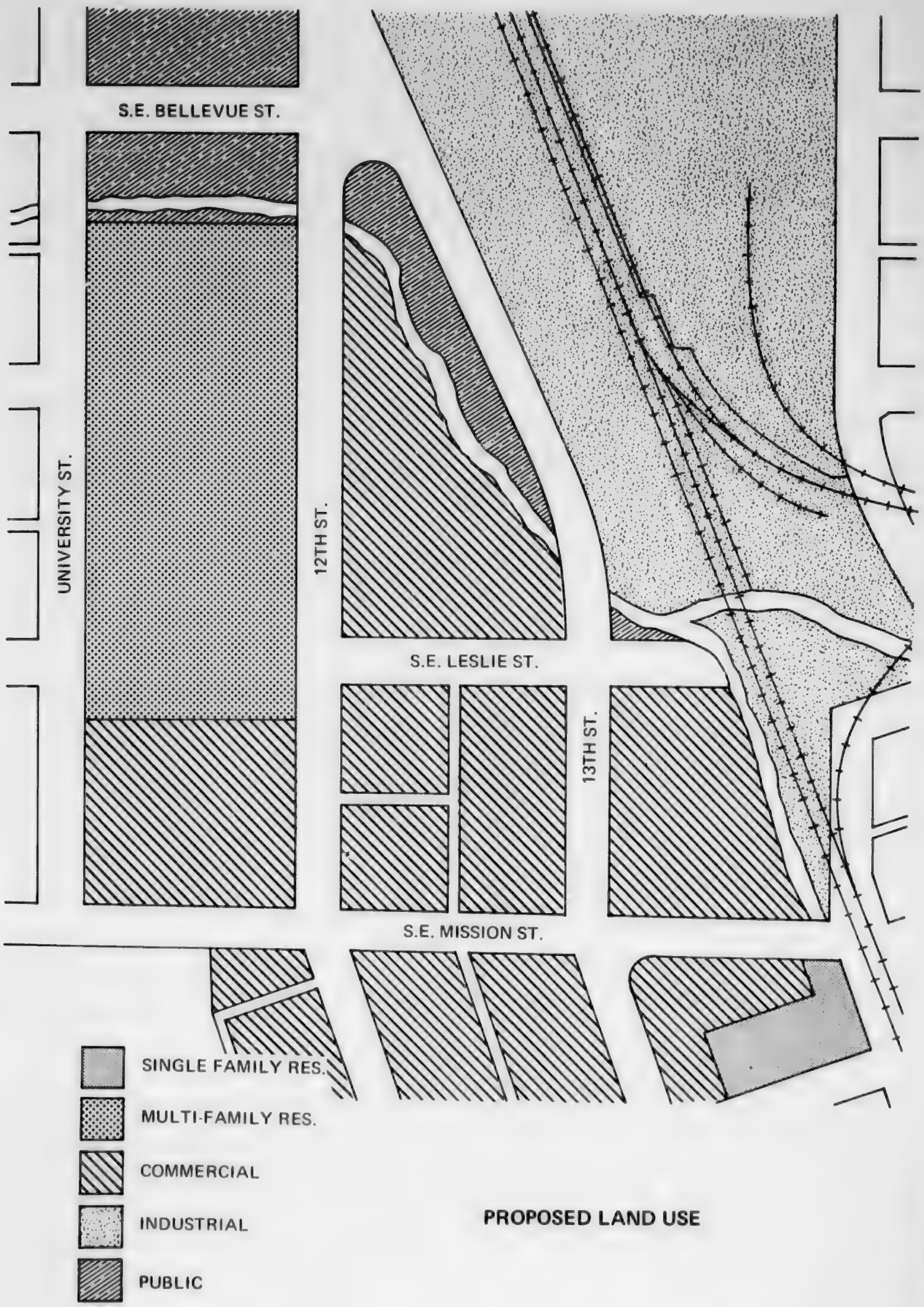
Shelton Ditch, which bisects the proposed project area north of the intersection of Leslie and 13th Streets. Shelton Ditch is a man-made waterway which was constructed in 1936 to relieve flooding on North Mill Creek. North Mill Creek flows diagonally through the city on a northwesterly course, passing through a high value residential district which formerly was subject to frequent flooding and consequent damage. Shelton Ditch carries the overflow from Mill Creek directly to a confluence with Pringle Creek in a large, natural swale at Church and Oak Streets, where both discharge to the Willamette River.

In the vicinity of this proposed project, Shelton Ditch is approximately fifty feet wide, with a depth from five to fifteen feet. According to the U.S. Army Corps of Engineers, any bridge over Shelton Ditch at 13th Street must maintain a fifty foot width minimum clear channel.

CURRENT PLANS

Two agencies carry on physical planning programs of direct significance to the project. The Mid Willamette Valley Council of Governments is responsible for comprehensive planning, including both land use and transportation elements in Salem and the surrounding area. The Salem Office of Community Development carries on housing and urban renewal programs within a large area of central Salem and has produced a Central Salem Development Program (CSDP) which includes a detailed land use plan for much of the area affected by the proposed project. Plans of the Community Development Office are developed in cooperation with the COG and represent a refined element of the overall Salem plan.

The project has been proposed for a number of years by the Salem Area Transportation Study (SATS). When the Office of Community



PROPOSED LAND USE

Development's CSDP was completed and adopted in December, 1971 by the City Planning Commission, it incorporated SATS findings which indicated the need for an improved facility that would eliminate the two 90 degree turns between 12th Street and 13th Street and provide for a future connection with the proposed Pringle Parkway.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Location of the new facility north of Shelton Ditch would allow better land utilization, for the open space between the facility and the ditch would be contiguous with a proposed open space strip, part of the Pringle Creek Project, that extends nearly to the river.

Traffic patterns for access to existing businesses would not be altered significantly.

The extension of 13th Street north across Shelton Ditch, representing one solution to the traffic problems in the corridor, would improve traffic mobility by eliminating the two right-angle turns which presently exist. The project itself will contribute to the smooth functioning of the 12th and Bellevue Streets intersection, particularly when Pringle Creek Parkway becomes operational. By improving the capacity and flow of this traffic corridor, this project will help assure good vehicular access to the Salem central business district, Capitol Mall, Willamette University, and Willamette River bridges via the proposed Pringle Creek Parkway.

Additionally, the construction of 13th Street, via the northerly alignment, will reduce traffic on 12th Street from Shelton Ditch to Leslie Street, and on Leslie Street between 12th and 13th Streets. Reduction in traffic on these streets will make it possible to restore a moderate amount of on-street parking. Approximately forty additional

Looking North on 13th St. to Leslie St.

on-street parking spaces will be provided, benefiting adjoining businesses and residences.

Due to the high traffic volumes anticipated at the 12th and Bellevue Streets intersection with completion of the Pringle Creek Parkway Project, the northerly alignment will provide for better operation at this intersection than would the southerly alignment; the northerly alignment will be designed for 35 mile per hour traffic, whereas the southerly alignment, without the acquisition of right of way amounting to $250,000, would carry traffic at 25 miles per hour.

Although some land is required from the Southern Pacific Railroad Company to construct this facility, the damage to the property will be minimal. Right of way in the westerly portion of the railroad property is currently a driveway and open space. The City of Salem will work with the Southern Pacific Railroad Company to insure adequate access to their remaining property and business operation.

The southerly alternate--which would widen the existing route and enlarge the two right angle turns--represents a second solution to the traffic problem in this portion of the 12th-13th Street corridor.

The northbound segment of the couplet along 13th and Leslie Streets can be widened to three lanes. In addition 12th Street can be widened to provide three lanes of travel in each direction.

The commercial and residential areas bordering Leslie Street and 12th Street are constraints to improving the 13th Street connection along its present alignment. During the past year there have been two new businesses (the Brookside Clinic and the Rooster Tail Restaurant) constructed on the properties located in the triangular area bounded by Leslie Street, 12th Street, and Shelton Ditch. The value of these two businesses is currently estimated to be in excess of $250,000.00 Without the acquisition of these

Looking East on Leslie St. from Intersection with 12th St.

businesses, a 25 mile per hour alignment is all that it is possible to provide. Further, the southerly alignment would severely damage the parking lots of both of these businesses, and of the Kings Table Restaurant, located just south of Leslie Street between 12th and 13th Streets.

A comparison of costs between the northerly and southerly alignments is as follows:

	North Alignment	South Alignment
Construction	$167,000	$179,000
Bridge	100,000	140,000
Right of Way (including damages)	191,000	291,000
Preliminary Engineering	27,500	36,600
Totals	$485,500	$646,600

No businesses or residences would be displaced by the recommended plan along the northerly alignment, therefore, no relocation would be necessitated by this alternate. The construction of this project will not affect any publicly owned land in a park or other recreational area. There are no registered historical sites within the project area.

NOISE

Noise impact on the surrounding area would be reduced with completion of the project. Elimination of the two right-angle turns, if the northerly alignment is selected, will ease traffic flow northbound on 13th Street. As noted, this corridor is a major truck route through the city. Straightening this connector route would reduce noise associated with deceleration, acceleration, and shifting of gears of these vehicles. The northerly route would further reduce traffic flow on Leslie Street between 12th and 13th Streets and on 12th Street from Bellevue Street to Leslie Street.

Three locations were selected for a computer analysis of noise at peak traffic flow conditions.[1] (Site locations are indicated on both maps of the alternative connector routes.) At present, noise levels along Leslie and 12th Streets (sites #1 and #2) exceed the 70 dBA L_{10} FHWA Guideline.[2]

Construction of the northerly alignment will significantly lower noise levels on Leslie Street significantly and will result in a slight noise reduction on 12th Street. Predicted results show that, after construction, the L_{10} sound level at site 1 (Leslie Street) will be lowered 18.3 dB, from 85.2 to 66.9 dBA. This represents a significant impact, since it would mean reducing the perceived loudness to 1/4 of its present level. The L_{10} sound level at site #2 on 12th Street will be lowered 3 dB after construction from 86.2 to 83.3 dBA, which represents no impact.

The predicted L_{10} sound level at site 3 (Southern Pacific Railroad Depot) is 71.8 dBA. This is within the FHWA guideline. Expected noise levels after construction are anticipated as increasing. The L_{10} = level will be 81 dBA for 1982, and 86 dBA for 1992. These levels are above the guidelines. It is felt that the impact due to an increase in vehicular traffic will be small when compared to the already existing high noise levels caused by the passage of 20 or more trains daily.

[1] Computer-program from Highway Research Board, "Highway Noise -- A Design Guide for Highway Engineers," (NCHRP Report No. 117, National Academy of Sciences, 1972).

[2]

Design Noise Level - L_{10}:	Sound Level that is exceeded 10 percent of the time.
70 dBA =	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals.
75 dBA =	Developed lands categories not included above.

The proposed 13th Street bypass will have a beneficial impact on air quality in the short-term period after construction and until 1980. This is because the bypass will increase vehicle speeds compared to the "no build" alternative and hence will reduce vehicle emissions. It is estimated that the short-term decrease will range from approximately 30% immediately after construction to zero in 1980.

After 1980, the bypass will have an adverse impact on air quality. Variations in vehicle speeds will no longer affect vehicle emissions. Traffic increases due to increased capacity will cause total vehicle emissions to exceed those that would exist for the "no build" condition. The long-term increase in emissions cannot be estimated, however, due to the lack of accurate predictions of "no build" volumes.

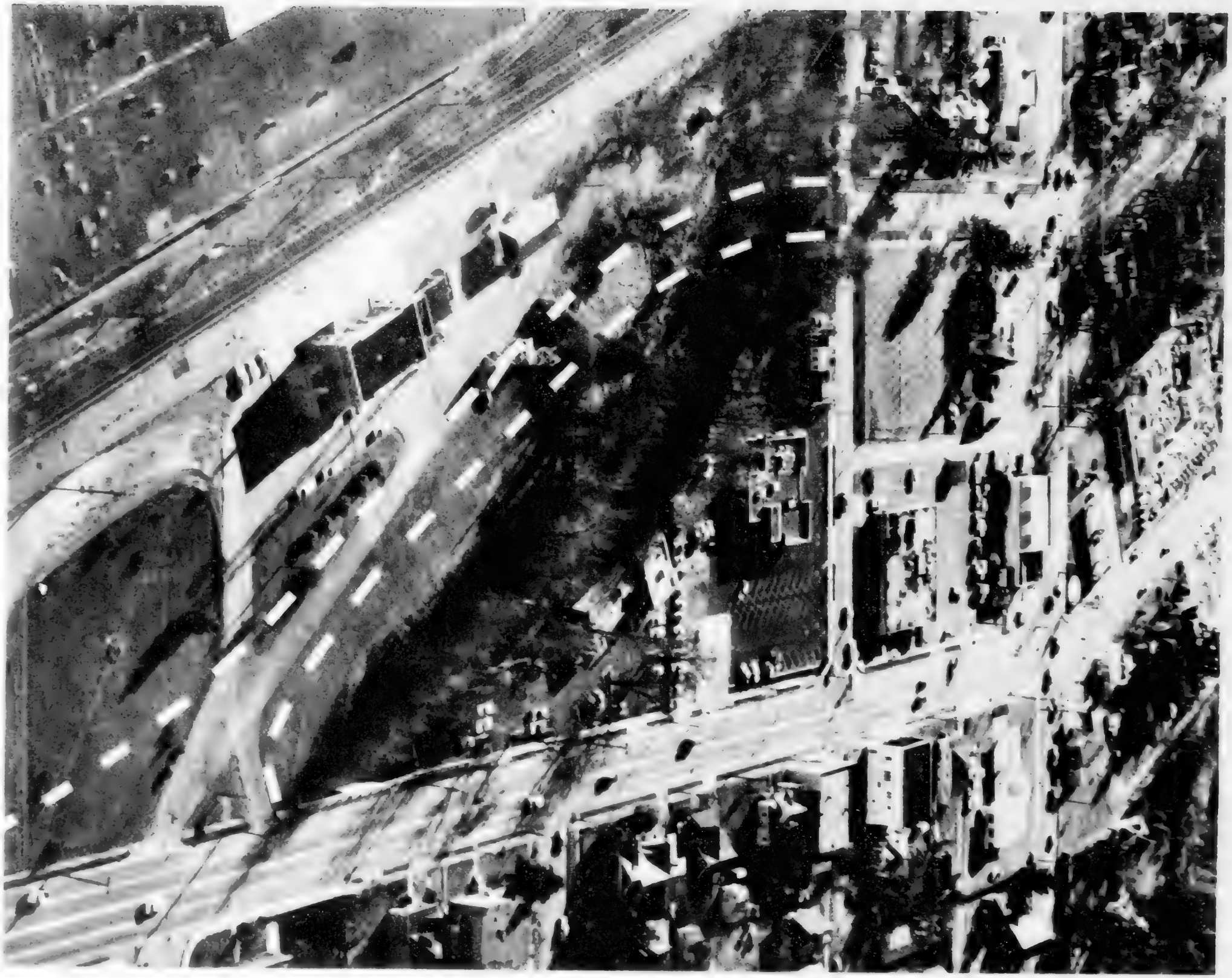
FISH AND WILDLIFE CONSIDERATIONS

Shelton ditch is bordered by zones of black cottonwood underlain by dense Himalaya berry and snowberry. These zones lie within an urbanized area and are of limited width, however, they provide food, cover and habitat for wildlife, particularly of the rodent and insectivore varieties.

The construction of a bridge across this ditch will destroy some of this habitat; the majority of wildlife species will be able to relocate within similar adjacent habitat. The value of the disturbed area to wildlife should return after two to five years and reestablishment of the existing habitat should occur within twenty years. Alteration of land use where habitat is disturbed seems unlikely since this habitat occupies the banks of Shelton Ditch, land which is too steep and narrow for further urban encroachment.

The greatest environmental hazards of the project are associated with Shelton Ditch itself. This ditch carries water between Mill Creek and Pringle Creek, and forms a part of the Santiam River-Willamette River juncture. The flow in Mill Creek is augmented by a diversion of the Santiam River, which stabilizes summer flows and improves the water quality in Mill Creek, Shelton Ditch, and lower Pringle Creek. Regular spawning migration occur in Mill Creek; spring and fall chinook and coho salmon spawn in Mill Creek within the Salem city limits, while legal sized rainbow trout have been stocked to bolster the resident sport fishing (for persons under 18 years of age).

Since free flow exists between Mill creek, the Santiam River, the Willamette River, and Shelton Ditch and, since special water quality standards have been formed for the Willamette river and the Santiam river (the Fish Commission of Oregon applies the special water quality standards for the Santiam River to Mill Creek also), the control of the amounts of soil and silt entering Shelton Ditch during and after construction will be closely monitored for its effectiveness.



Common Wildlife of the Mission St. - Bellevue St. Area

Birds	Mammals	Fish
Scrub Jay	Fox squirrel	Rainbow trout
Mexican Jay	Deer mouse	Cutthroat trout
House sparrow	Oregon meadow vole	Skulpin
Oregon junco	Dusky-footed wood rat	Stickleback
Slate-colored junco	Little brown myotis	Brook lamprey
Rufous-sided towhee	Opossum	Brown bullhead
Belted kingfisher	Dusky shrew	Mountain whitefish
Evening grosbeak	Norway rat	Spring chinook
Brewer's blackbird	House mouse	Fall chinook
Hermit thrush	Mazama pocket gopher	Coho salmon
Marsh wren	Townsend mole	
Mallard		

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Given project implementation, there are certain recognized adverse environmental effects which cannot be avoided.

During the construction operation, there will be a modicum of inconvenience to motorists and adjoining property owners. However, detours will be provided for vehicular and pedestrian traffic as required, and access will be maintained to each parcel of land. Also associated with construction operations is a certain amount of additional noise and dust. The contractor will be required to conduct his operations in such a manner as to reduce these impacts as much as is reasonably possible.

During the period of time the project is under physical construction, there will be some minor effects on the environment. Specifically, small amounts of silt and other constructional material will be discharged into the creek as a product of bridge construction. The extent of such impact will be closely monitored.

ALTERNATIVES AND REASON FOR PROJECT SELECTION The alternatives studied are as follows:

1) Couplet connection north of Shelton Ditch with a northerly terminal at 12th and Bellevue Streets.
2) Couplet connection south of Shelton Ditch through the widening of the existing route and enlarging the radii of the two right angle turns.
3) The "no build" alternate.

The "do-nothing" alternate has been considered and found unacceptable as a permanent solution due to the magnitude of both present and future traffic conditions. If allowed to remain as is, the existing system would handle future traffic volumes at increasingly lower levels of service. As the density of development in the Central Business District, Capitol Mall, and Willamette University areas increases, there would be a corresponding increase in traffic congestion.

Without the increase in ease and mobility of traffic flow provided by this proposed project, the Pringle Creek Parkway will not operate according to its anticipated standard of function, thus defeating the purpose of current urban renewal programs that can proffer the City of Salem the flexibility to help downtown business remain competitive as suburban shopping centers proliferate.

Each alternative is under consideration and a specific alternative will be selected following public hearings on the proposed project.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY During the construction of the proposed facility, there will be a certain amount of inconvenience to local residents, commuters and business traffic dependent upon the existing facility. These effects will consist of temporary changes in traffic patterns, in addition to minor amounts of air and water pollution caused by construction operations. The contractor will be required to conduct his operations in such a manner so as to reduce these impacts as much as possible.

Benefits of the project over the long run include and increased level of service for the 12th Street-13th Street couplet; decreases in potential traffic conflicts, delays and accidents; a greater degree of flexibility in meeting city wide goals for more functional traffic circulation pattern to and from the central Salem area; and a general reduction in noise levels in the project area through the provision of a more uniform traffic flow.

This project will augment the City of Salem's overall street improvement program, which includes (1) the widening of the 12th-13th Street corridor to three lanes each direction north of Mission Street, and (2) the construction of a four-lane boulevard (Pringle Creek Parkway) along the south edge of the Salem Central Business District.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES Project implementation will result in a permanent commitment of funds which can be viewed as irretrievable resource allocations. Land acquisitions for right-of-way will be unavailable for other uses.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES Commentary on this proposal from concerned agencies and other interested observers will be detailed in the final environmental statement.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

To minimize potentially detrimental effects of the 13th Street extension, necessary right-of-way will be purchased at fair market prices. Specific design characteristics will include drainage facilities and curbing. Appropriate landscaping and illumination will be provided.

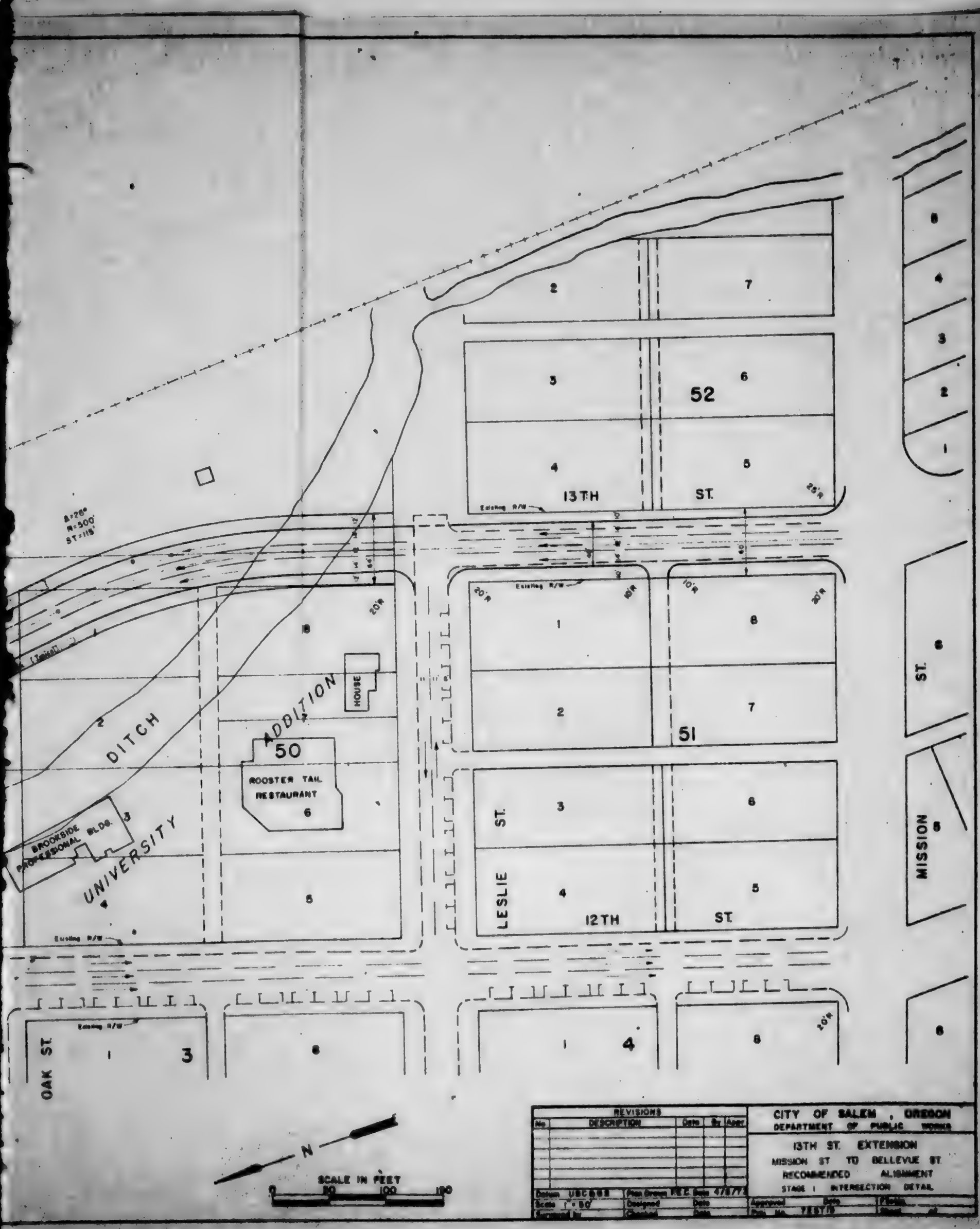
Construction procedures entailed in construction of the Shelton Ditch Bridge will be governed by standard specifications in force for all construction projects, which prohibit the release or loss of chemical or petroleum products into the water, and require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws thereof, and all regulations of the State Sanitary Authority or other agencies of the Federal or State governments as well as ordinances or resolutions enacted or adopted by local authorities. These regulations further require that the contractor shall exercise every reasonable and prudent precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation, and pollution of all waters of the State (Subsection 107.08).

Air pollution during construction is controlled by subsection 107.08(1-b) of the Oregon State Highway Division Standard Specifications in force on all contracts.

> (b) Air Pollution Control Measures - the contractor shall exercise every reasonable precaution throughout the life of the contract to safeguard the air resources of the State by controlling or abating air pollution, as defined in ORS 449.760, in accord with the policy and purpose set forth in ORS 449.765 and 779.770. With particular reference to this subject, the contractor's attention is directed to

subsection 107.02, 107.19, 107.20, 201.34, 203.42, 203.43, and 233.01 of these standard specifications.

In addition, a contractor will have to conform to the Department of Environmental Quality Specifications OAR Chapter 340, Division 2, subdivisions 1 and 3.

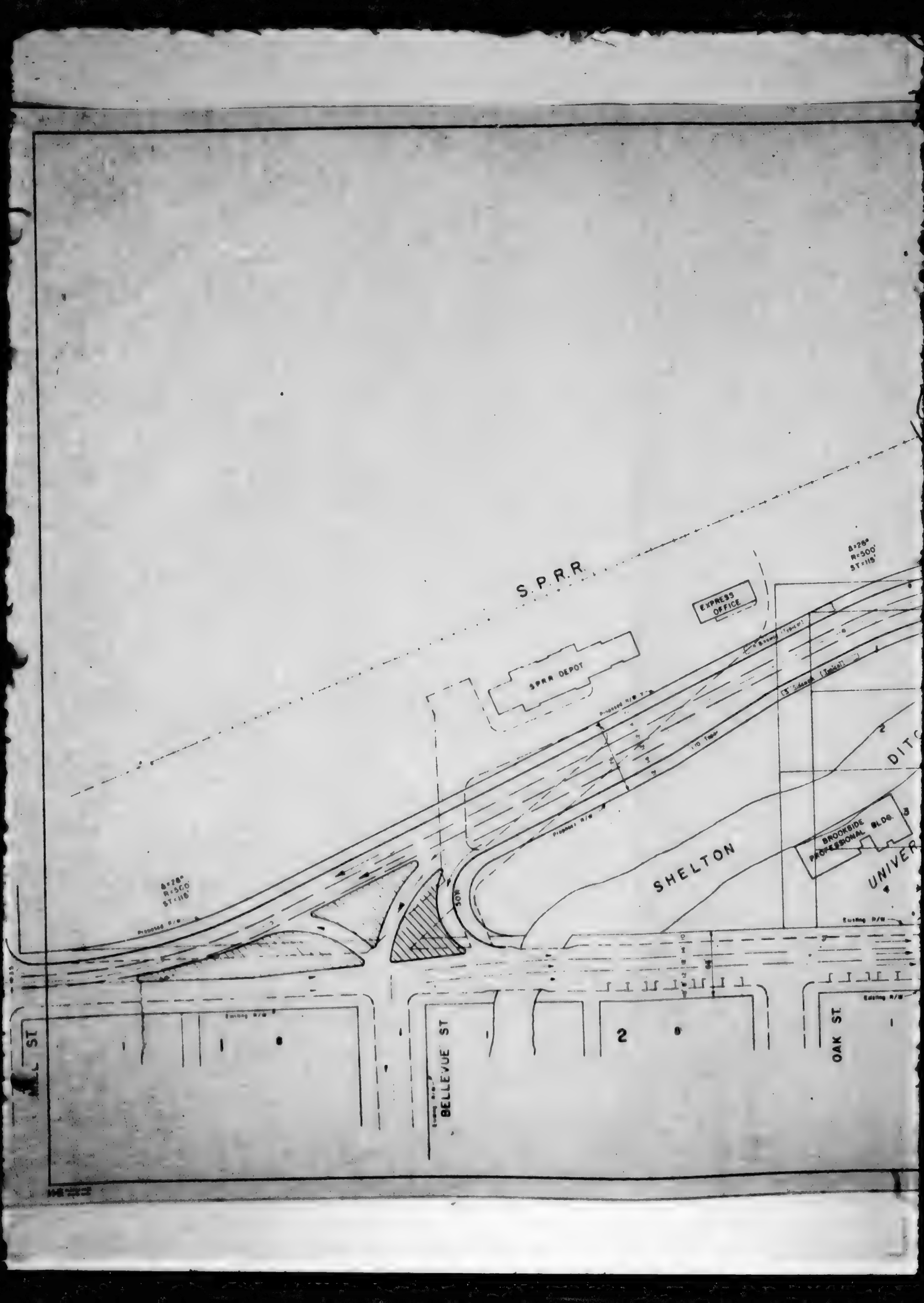


REVISIONS				
No	DESCRIPTION	Date	By	Appr.

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

13TH ST. EXTENSION
MISSION ST TO BELLEVUE ST.
RECOMMENDED ALIGNMENT
STAGE I INTERSECTION DETAIL

Datum USC&GS	Plan Group P.E.	Date 4/8/72	
Scale 1" = 50'	Designed	Date	Approved Date Plotted
Surveyed by	Checked	Date	Dwg. No. 7287/8 Sheet of


S.P.R.R.
EXPRESS OFFICE
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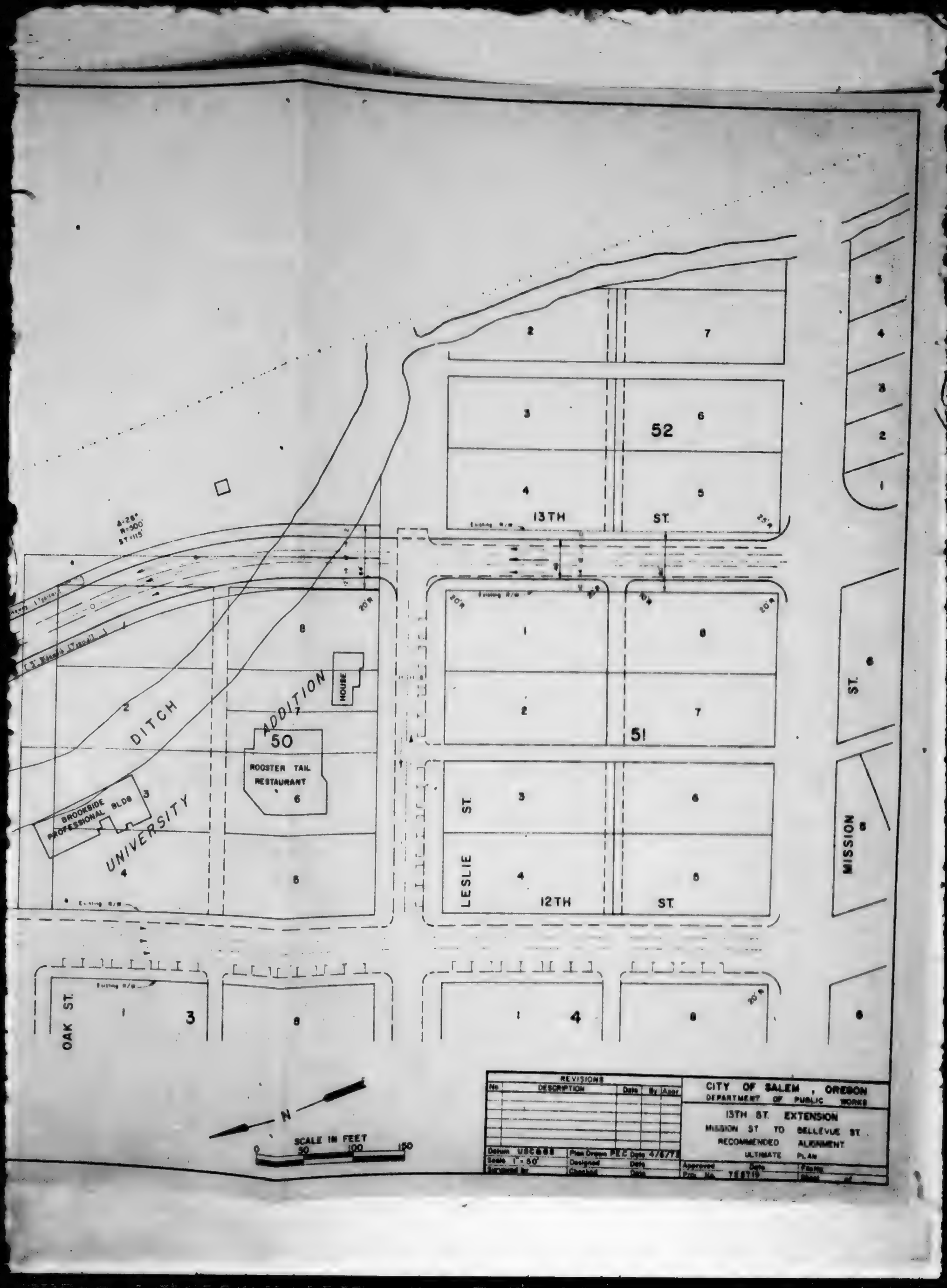

REVISIONS				
No.	DESCRIPTION	Date	By	Appr.

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

13TH ST. EXTENSION
MISSION ST TO BELLEVUE ST.
RECOMMENDED ALIGNMENT
ULTIMATE PLAN

Datum USC&GS	Plan Drawn PEC Date 4/6/72	
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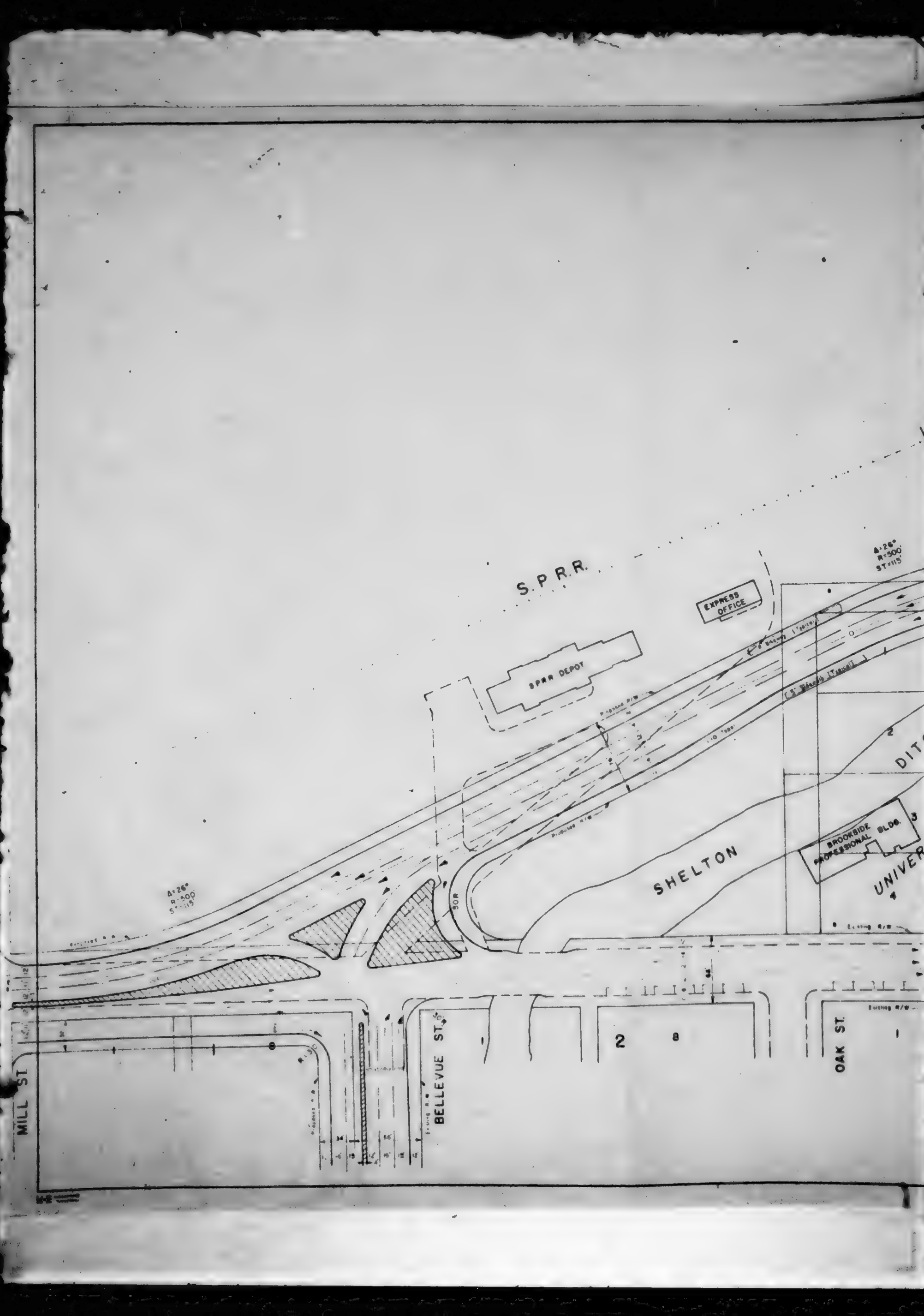
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EXPRESS OFFICE
SPRR DEPOT
Δ=26°
R=500'
ST=115'
SHELTON
BROOKSIDE PROFESSIONAL BLDG.
UNIVER
DITC
MILL ST
BELLEVUE ST.
OAK ST.
50R
2
8
3
4

52

51

50

ROOSTER TAIL RESTAURANT

BROOKSIDE PROFESSIONAL BLDG

HOUSE

DITCH ADDITION

UNIVERSITY

13TH ST

12TH ST

LESLIE ST

MISSION ST

OAK ST

N

SCALE IN FEET

0 50 100 150

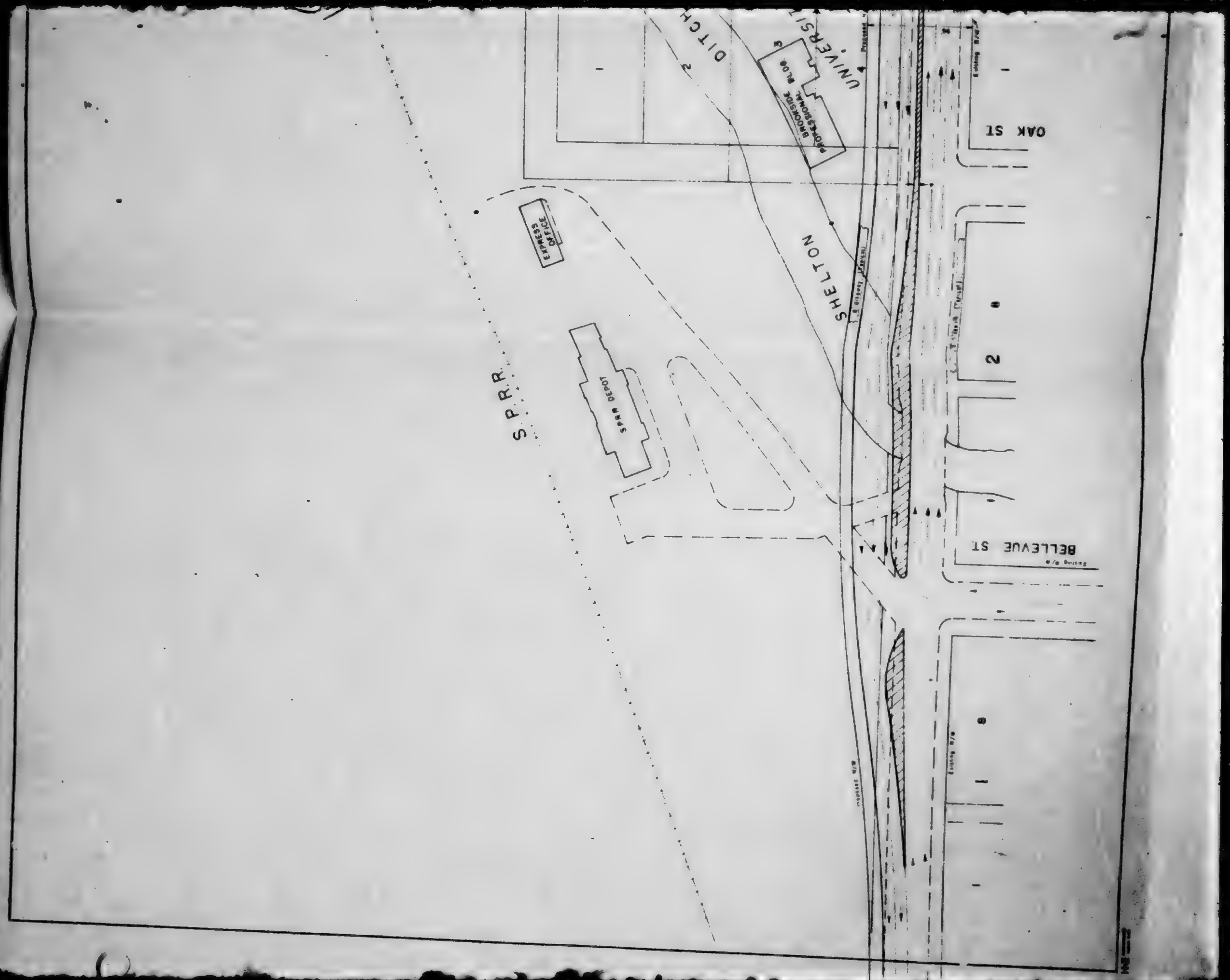
REVISIONS				
No.	DESCRIPTION	Date	By	Appr.

Datum USC&GS | Plan Drawn PES Date 4/8/72
Scale 1" = 50' | Designed | Date
Surveyed by | Checked | Date

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

13TH ST. EXTENSION
MISSION ST TO BELLEVUE ST
ALTERNATE ALIGNMENT
STAGE I INTERSECTION DETAIL

Approved | Date | File No.
Date Rec. 7-18-72 | Sheet No.


S.P.R.R.
EXPRESS OFFICE
SPRR DEPOT
SHELTON
UNIVERSITY
DITCH
BROOKSIDE BLDG
PROFESSIONAL
OAK ST
BELLEVUE ST
2
1
3
4
NEW

13TH ST.

52

51

50

ROOSTER TAIL RESTAURANT

HOUSE

ADDITION

DITCH

UNIVERSITY

BROOKSIDE PROFESSIONAL BLDG.

LESLIE ST.

MISSION ST.

12TH ST.

OAK ST.

N

SCALE IN FEET

0 50 100 150

REVISIONS				
No	DESCRIPTION	Date	By	Appr

Datum USC&GS | Plan Drawn P.E.C. Date 4/6/73
Scale 1" = 50' | Designed | Date
Surveyed by | Checked | Date

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

13TH ST. EXTENSION
MISSION ST TO BELLEVUE ST.
ALTERNATE ALIGNMENT
ULTIMATE PLAN

Approved | Date | Fields
Proj. No. 72ST13 | Sheet of

MILL ST

BELLEVUE ST.

OAK ST.

SHELTON

S.P.R.R.

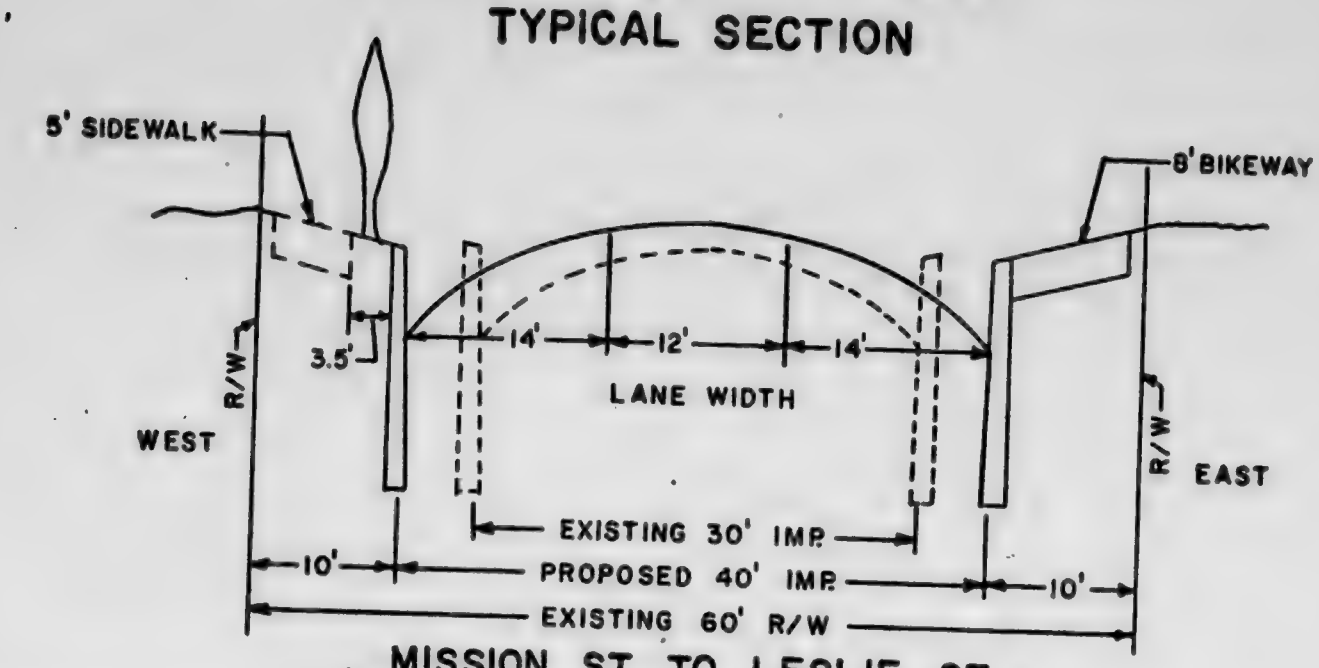
S.P.R.R. DEPOT

EXPRESS OFFICE

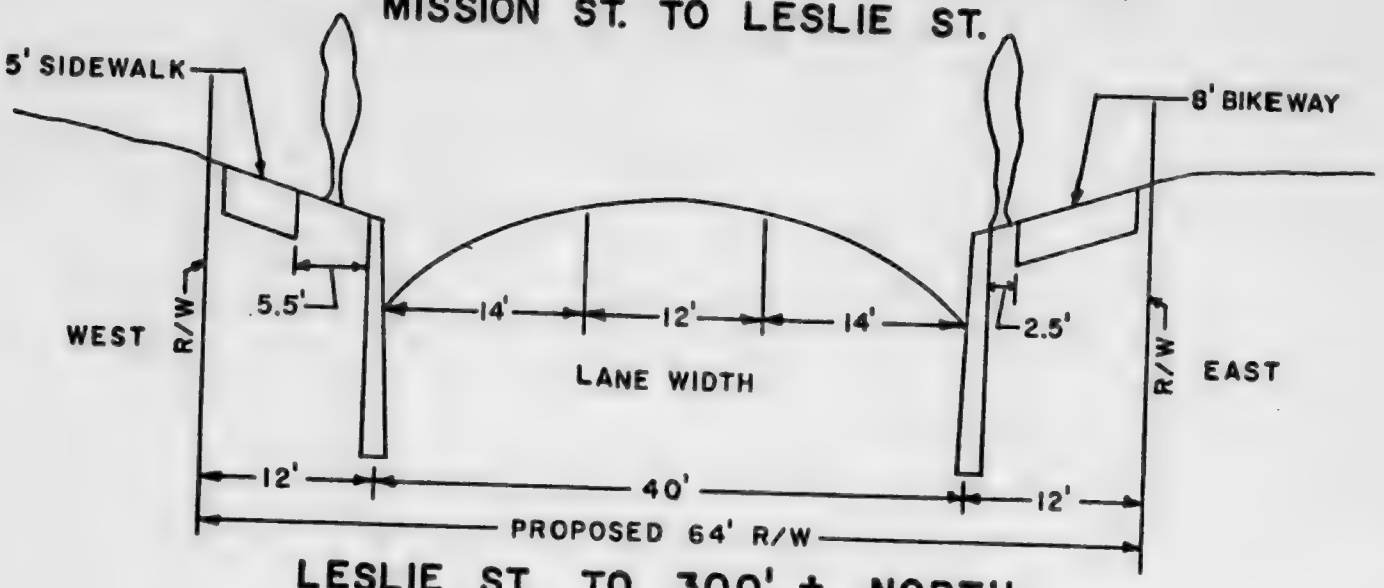
BROOKSIDE PROFESSIONAL BLDG.

2

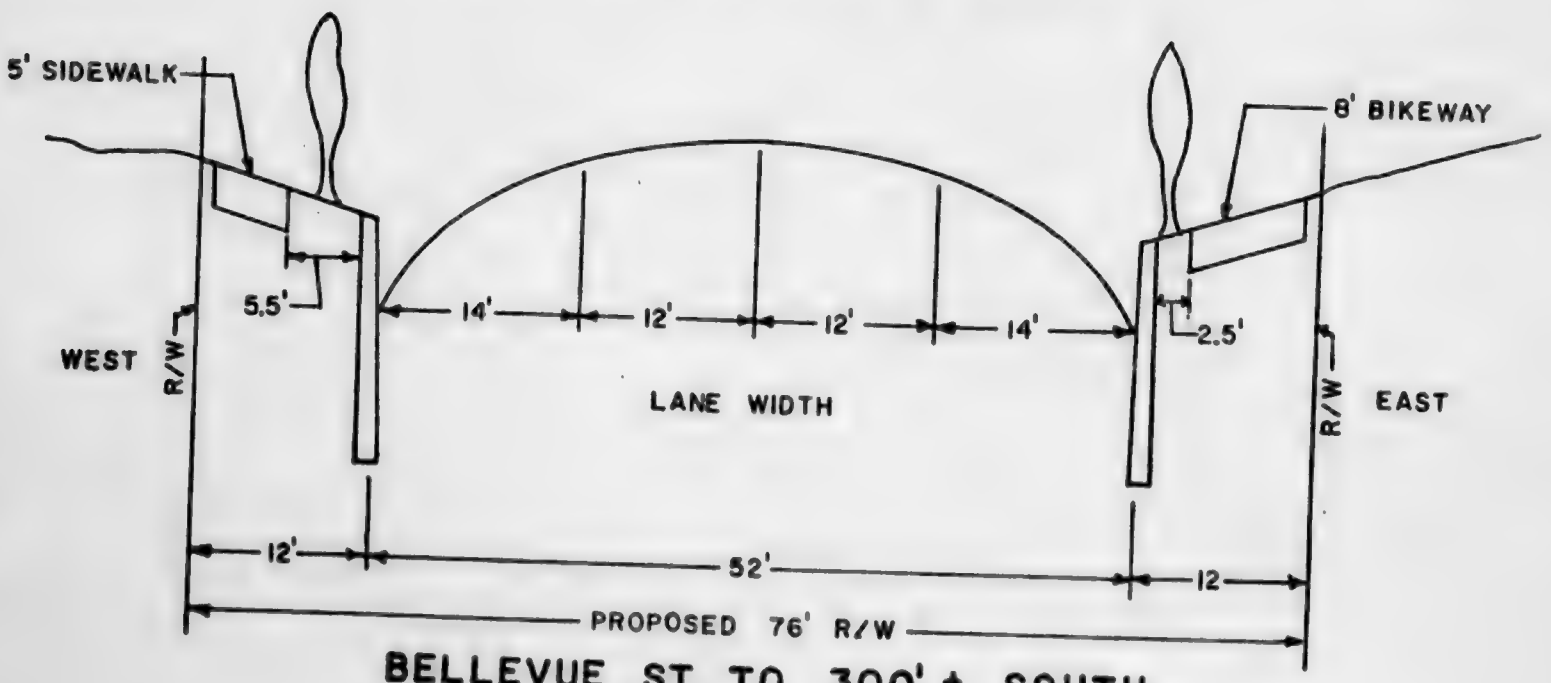
13TH STREET EXTENSION
MISSION STREET TO BELLEVUE STREET
RECOMMENDED ALIGNMENT
TYPICAL SECTION



MISSION ST. TO LESLIE ST.

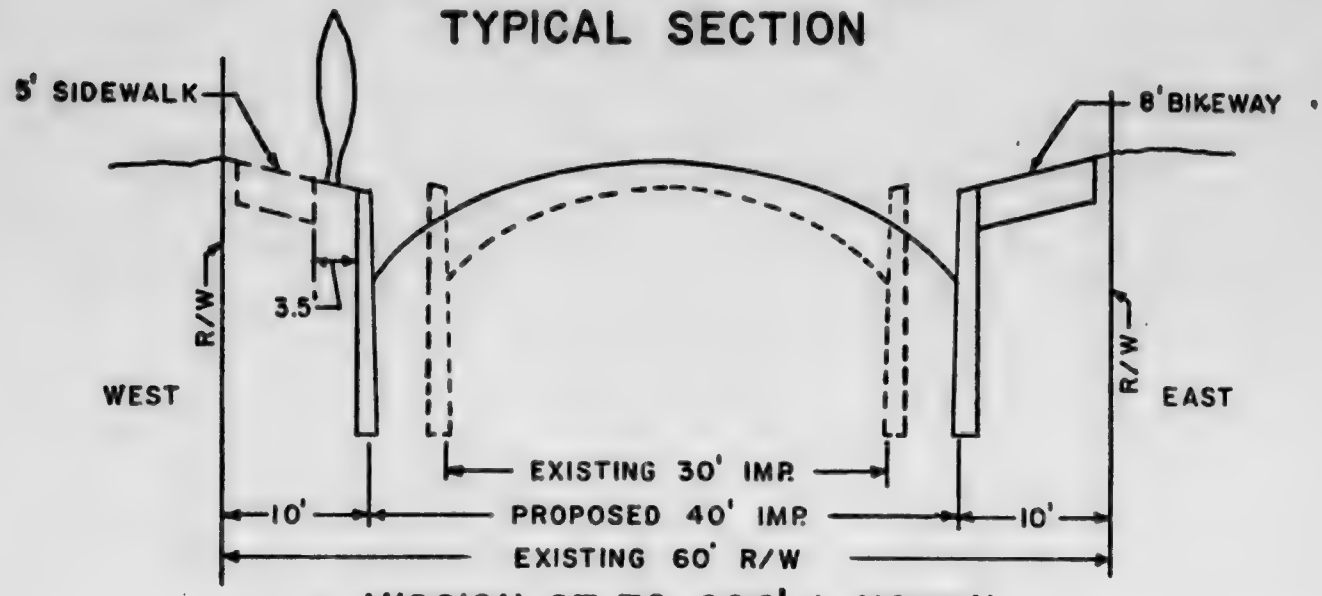


LESLIE ST. TO 300' ± NORTH

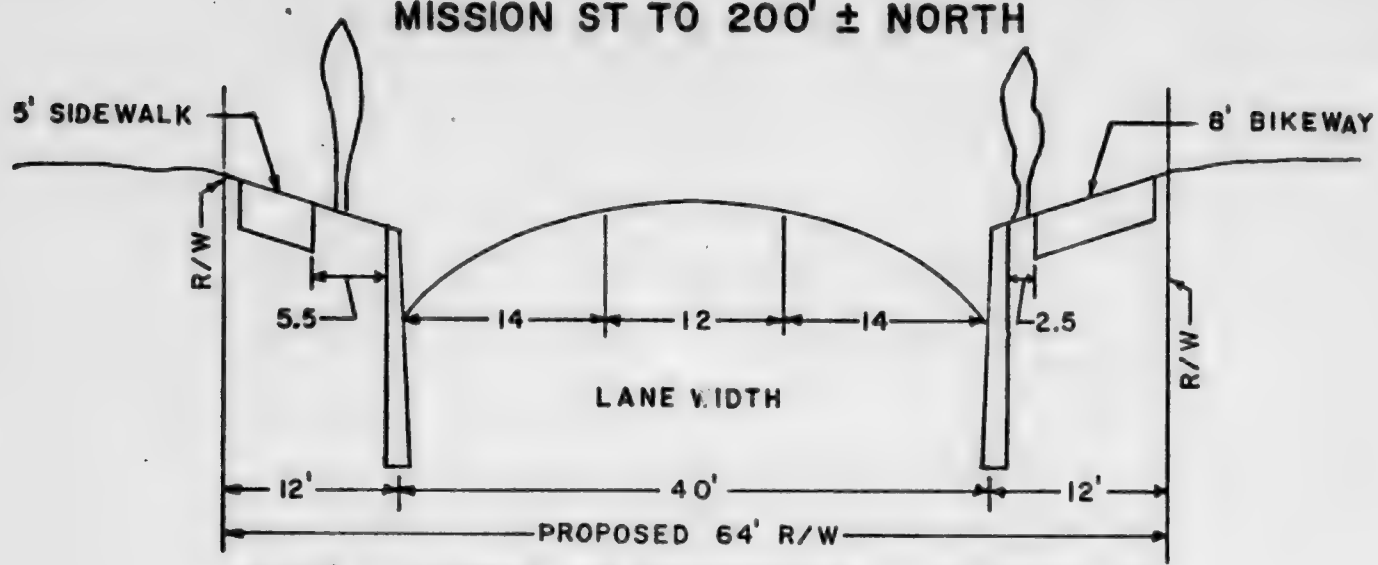


BELLEVUE ST. TO 300' ± SOUTH

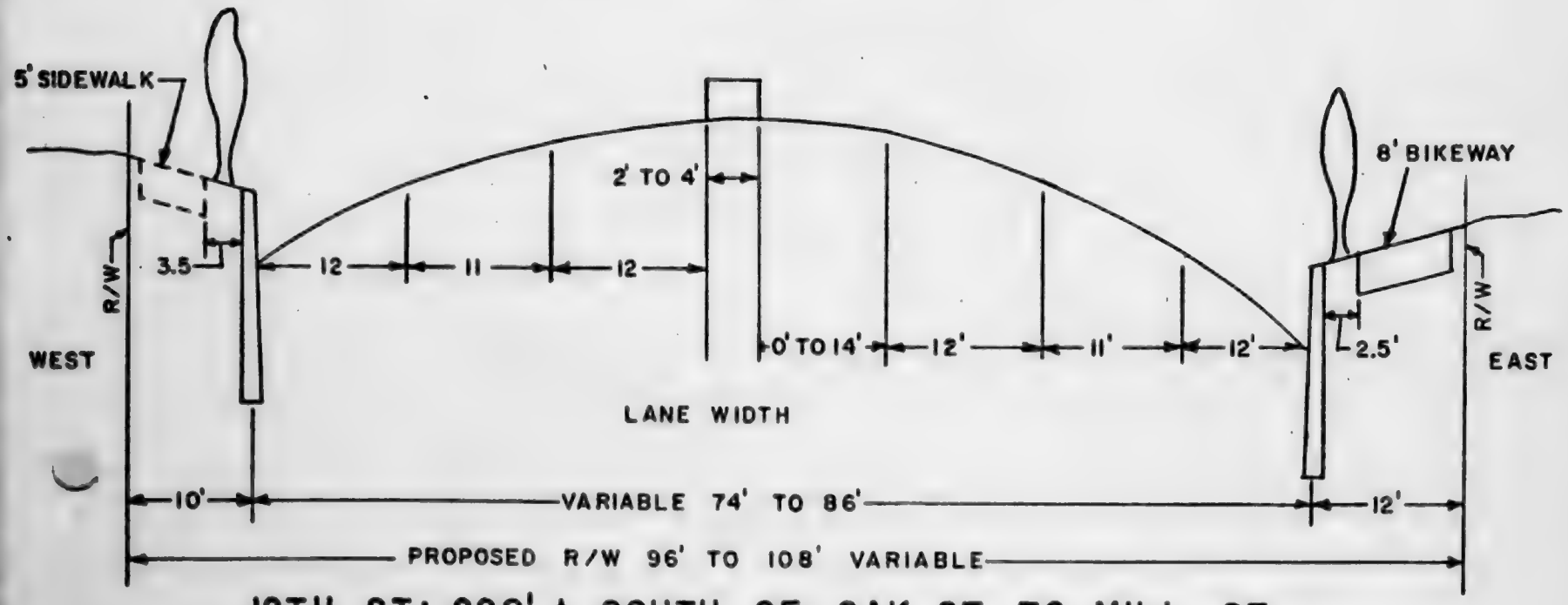
13TH STREET EXTENSION
MISSION STREET TO BELLEVUE STREET
ALTERNATE ALIGNMENT
TYPICAL SECTION



MISSION ST TO 200' ± NORTH



200' ± NORTH OF MISSION ST TO 12TH ST.



12TH. ST.: 200' ± SOUTH OF OAK ST. TO MILL ST.

8246

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 20, 1974

NOTED
E. S. HUNTER

Mr. E. A. Sigurdson, City Engineer
Department of Public Works
Salem, Oregon 97301

Dear Mr. Sigurdson:

Shelton Ditch Bridge
Mission St. S. E. - Bellevue St. S. E. (Salem)
13th St. S. E.
Marion County
Bridge No. 16009

In working on the final design of the subject structure, we have found that high torsional stresses are present at the north end of the structure where the skew exceeds 40 degrees. The reinforced concrete box girder structure that we had initially proposed is not the best solution for this type problem and we are now proposing to design a reinforced concrete deck girder structure for this location. The span arrangement will be the same as that originally approved.

The RCDG structure will have an added advantage in that present and future utilities will be easier to install and maintain and access will not have to be provided through the sidewalks.

The RCDG structure will cost approximately $10,000 less than the RCBG structure.

This revision was discussed and approved by Mr. Lambert of your office on Wednesday, June 19, 1974.

Very truly yours,

Walter J. Hart
Bridge Engineer

By

L. L. Wallace
Bridge Design Engineer

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DOC:kp
cc E. S. Hunter
L. W. Rufien
H. S. Cox
F. E. Jernin

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R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 20, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, OR 97308

NOTED
E. S. HUNTER

Attention H. A. Schell

Dear Mr. Schell:

Shelton Ditch Bridge
Mission Street S. E.-Bellevue St. S. E.
(Salem) Section
13th Street S. E.
Marion County
Bridge No. 16009

In working on the final design of the subject structure, we have found that high torsional stresses are present at the north end of the structure where the skew exceeds 40 degrees. The reinforced concrete box girder structure that we had initially proposed is not the best solution for this type problem and we are now proposing to design a reinforced concrete deck girder structure for this location. The span arrangement will be the same as that originally approved.

The RCDG structure will have an added advantage in that present and future utilities will be easier to install and maintain and access will not have to be provided through the sidewalks.

The RCDG structure will cost approximately $10,000 less than the RCBG structure.

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This revision was discussed and approved by Mr. Pillsbury of your office on Wednesday, June 19, 1974.

Very truly yours,

Walter J. Hart
Bridge Engineer

By ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

DOC:kp

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
F. E. Terpin
E. A. Sigurdson, City Engineer
Department of Public Works
Salem, Oregon 97301

R

8346

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 19, 1974

In reply refer to: 10-41-EC1

SUBJECT: FHWA-OR-EIS-73-02F
Oregon Project M-3074(1)
Mission St. S.E.-Bellevue St. S. E. Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject final environmental statment has been reviewed and accepted by the Office of the Secretary of Transportation, and CEQ was furnished the final environmental statement on June 6, 1974.

Please make copies of this final statement available as required by PPM 90-1.

The project can be advanced in the normal manner July 9, 1974.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
HWY ENGR
JUN 20 '74
REFER TO
FOR

Copy to Julie Potter
6-21-74

NOTED
R. L. SCHROEDER

RECEIVED
JUN 20 1974
Office of
Assistant State Highway Engineer

8346

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 10, 1974

FILE:

SUBJECT: Bikeways
Bellevue Street - Mission Street
Salem - Marion County

FROM:

TO: Frank Terpin
Final Design Engineer

I have reviewed the subject plans in respect to the bikeway facilities. The following recommended changes are suggested:

1. Lengthen curb drawing transitions to an 8-foot minimum, 10-foot maximum as noted on Sheet 2D.

2. Construct an 8-foot Class II bike lane along the west side of 12th Avenue between Mill and Bellevue Streets.

3. Stripe Class III bike lane along the west side of 12th Avenue in the 8-foot parking area (parking is now prohibited) between Bellevue and Mission Streets.

The reasons for suggestions 2 and 3 are to develop a southbound facility from the University over to Bush Park with future potential of extending bike lanes further south on 12th and 13th Avenues.

I have discussed these items with Mr. Ed Sigurdson, City Engineer, and he is in concurrance with these changes. He will investigate the possibility of acquiring an easement from Willamette University for construction of the suggested Class II bikeway section.

The portions of the project chargable to the Bikeway Program are:

1. 8-foot Class II bikeway along 13th Avenue.

2. Proposed 8-foot Class II bikeway along 12th Avenue.

The remaining sidewalks are considered a city requirement and/or replacement in kind.

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

JDM:ko
Attachment
cc: E.S. Hunter ✓
Ed Sigurdson, City Engineer

8346

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Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 21, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project M-5028(-)
Bellevue St. SE.-Mission St. SE.
Bikeway on Shelton Ditch Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

As requested in Mr. Hart's May 13 letter we hereby grant our formal approval of a 10'- 9" wide bikeway on the east side of the subject structure.

for G. L. Green

Copy to Hart
5-24-74

RECEIVED
STATE HWY ENGR
MAY 23 '74
REFER TO
FOR
Info | Inves | R/D | C/R | C.S. | 1 | File

RECEIVED
MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 13, 1974

Mr. G. L. Green
Division Engineer
Federal Highway Administration
Salem, OR

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell

Dear Mr. Green:

Shelton Ditch Bridge
Bellevue St. S.E.-Mission St. S.E. (Salem) Sec.
13 Street S.E., Marion County, Bridge 16009

As discussed with Mr. Pillsbury by telephone on Friday, May 10, 1974, we have reconsidered the width of the bikeway on the east side of the structure and recommend that the 10'-9" section be carried across the structure.

Thirteenth Street will be striped for three lanes through this section (14' - 12' - 14' lanes). A traffic lane adjacent to the curb presents a potential danger between vehicles and bicyclists. The recommended minimum for a two-way bikeway is 8' with 2' clear of obstructions each side. It is felt that an 8' width across the structure would place a bike too close to the curb and possible impact with a truck using the inside lane and possibly overhanging the sidewalk.

This request is being submitted for your formal approval.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Bridge Engineer

DOC:dh

cc E. S. Hunter
L. W. Rulien
E. A. Sigurdson, City of Salem
F. E. Terpin

RECEIVED
MAY 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8348

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 20, 1974

In reply refer to: 10-41-EC3

SUBJECT: FHWA-OR-EIS-73-02F
Oregon Project M-3074(1)
Mission St - Bellevue St

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Enclosed is a copy of the title sheet for the subject project. The statement has been signed and forwarded to Office of Environmental Policy, Washington, DC by the Federal Highway Administration Regional Administrator and is still subject to approval by TEU.

G. L. Green

Enclosure

NOTED
A. E. [illegible]

RECEIVED
MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 21 '74
REFER TO
FOR
Info | Rte | R/D | D/R | Sign | Act | File

cy [illegible]

FHWA-OR-EIS-73-02-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION
(13TH ST. S.E. EXTENSION)
FAUS 3074 & 5051
SALEM, MARION COUNTY, OREGON

A proposal to improve the 12th-13th Street couplet connection between Mission and Bellevue Streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

2-21-74
Date

E S Hunter
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

MAY 17 1974
Date

for Region Administrator

Form FHWA 121 (Rev. 5-73)

8246

R R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1974 (2)

In reply refer to: 10-41.7

SUBJECT: Oregon Project M-3074(1)
Mission - SE Bellevue (Salem)
Shelton Ditch Bridge #16009

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

We agree with the content of Mr. Hart's May 3 letter and approve the above structure subject to their recommendation.

Epoxy coated rebar use is also approved for the deck as experimental work under NEEP Project #15. An approved work plan will be required for this work.

We refer you to FHWA Notices dated March 27 and August 6, 1973 on this subject. Guide specifications are provided in this submittal.

G. L. Green

Enclosure
FHWA Notice, 8-6-73

NOTED
E. S. HUNTER
CC Hart
Dentzer
5-16-74

RECEIVED
STATE HWY ENGR
MAY 10 '74
REFER TO
FOR
Info | Inves | R/D | O/R | | | |

RECEIVED
MAY 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ASSISTANT STATE HIGHWAY ENGINEER

8246

cc: L. S. H...
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
C. O. Fredrickson (2)

cc's sent 5-6-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

May 3, 1974

NOTED
E. S. HUNTER

Versteeg
A. Clean
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 6 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to _____
Bring Up ___/___/___
Other _____

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

Shelton Ditch Bridge
Mission-Bellvue Street Section
City of Salem
Marion County

The Wildlife Commission staff has reviewed preliminary plans for the above mentioned project and do not anticipate any serious impacts to aquatic resources. We will request measures through the Division of State Lands fill/removal permit to reduce turbidities and conflicts with fall chinook spawning and incubation (September 1 to February 15).

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Joe Wetherbee
NW Region

JEL:lo

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8246

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 3, 1974

NOTED
E. S. HUNTER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. G. L. Green
Division Engineer
Federal Highway Administration
Salem, Oregon

Dear Mr. Green:

Shelton Ditch Bridge
Mission St. S.E.-Bellevue St. S.E. (Salem) Sec.
Marion County
Bridge No. 16009

Please refer to your letter of April 26, 1974 concerning this structure.

The 10'9" walks on the structures were provided to enable the typical bikeway-street-sidewalk cross section to be provided continuously across the bridge structure. After reviewing this item with Mr. Frank Terpin, Final Road Design Engineer, and Mr. Ralph Lambert, City of Salem Project Engineer, we recommend that 8' sidewalks be provided on both sides of the structure. This will provide for the 8' bikeway on the east side of the structure and for an 8' sidewalk on the west side. This is in keeping with our general policy of providing a minimum of 7'-wide sidewalks in urban areas. The bikeway and sidewalk would be swung back to their setback location after crossing the structure.

This item was discussed and given tentative approval by Mr. Pillsbury on Tuesday, April 30, 1974.

Haunching the main spans was considered but due to the high water elevation and balanced negative and positive moments it was rejected.

We intend to use epoxy-coated rebar in this structure and request your approval of this item.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
L. W. Rulien
E. A. Sigurdson, City of Salem
F. E. Terpin

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 26, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project M-3074(1)
Mission St SE - Bellevue St SE (Salem) Sec
Shelton Ditch Bridge #16009

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

NOTED
E. S. HUNTER
Hart
5-1-74

Mr. Hart's April 16 memorandum transmitted preliminary plan data for this structure, excluding the hydraulic data.

According to the vicinity map the structure is to carry a 40-foot roadway, a 5-foot sidewalk, and an 8-foot bikeway. According to the bridge layout you propose a 40-foot roadway, which is satisfactory, and two 10' 9" walks. We do not understand why the walks adjacent to the bridge need to be widened so much on the structure.

We note that you propose a single span box girder bridge with cantilevers at this crossing. We have found that such a structure can be made much more attractive by haunching the main span soffit in a parabolic curve and decreasing the depth of the cantilevers away from the support. Not only does this approach result in a nicer looking structure, it also reduces the amount of material. We suggest that you review such a configuration.

for G. L. Green

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STATE HWY ENGR
APR 29 74
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
APR 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1974
BRIDGE DIV.

RECEIVED
APR 29 1974
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
W. J. HART

FORM 6-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 23, 1974

RECEIVED
COUNTY & CITY SECTION
APR 24 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

To: FILE

SUBJECT: Sheldon Ditch Bridge
Mission St. SE-Bellevue St. SE
City of Salem
Marion County

The proposed crossing of Sheldon Ditch is part of a project for extension of 13th Street between Mission Street SE and Bellevue Street SE. Preliminary bridge drawings indicate that the structure will be a three-span bridge 103.5 feet long, skewed 40° to the channel. This length of bridge will span the entire channel and provide sufficient waterway area to convey a flood of the 1964 magnitude (largest of record) without significant backwater. Three feet of Class 700 riprap with a 9-inch filter blanket should be inset, so as not to protrude into the channel, on all bank areas where clearing and grubbing activities are required. This will protect disturbed bank soils and end abutments from erosion.

Hydrology

Sheldon Ditch was constructed in 1936 to convey excess flood waters from Mill Creek through town to the Willamette River. The ditch originates upstream from State Street at Airport Road and traverses through town (along Mission Street for a considerable distance) and has its confluence with Pringle Creek at Church and Oak Streets. In the last decade three major floods have occurred, the largest of which was December 22, 1964. The other two were November 16, 1973 and January 16, 1974. During both the November and January floods the City of Salem took highwater profiles along the ditch from Lee Street to a point several hundred feet downstream from 12th Street. They also obtained an elevation for the 1964 highwater at the bridge crossing.

The Corps of Engineers has conducted a flood plain survey for Salem and vicinity which includes information on Sheldon Ditch. In this study the Corps estimated flood profiles for flood peaks having return frequencies of 500-year, 100-year and 10-year. Since there are no gages on the ditch from which discharge estimates could be made, the Corps determined the flow in Sheldon Ditch by taking the flood peaks observed at an upstream gage, "Mill Creek near Penn. Anex #14-1916" and subtracted the flood peaks observed at a downstream gage, "Mill Creek at Salem #14-1920". A flood frequency

curve was determined from the peak flows calculated by this method. The Corps of Engineers' estimates for peak flows in Sheldon Ditch appear to be conservative since they do not include reductions (losses) between the two gages resulting from storage and diversions other than Sheldon Ditch. Losses that could reduce their estimated flows in Sheldon Ditch include a large storage area (overflow) near Cascade Park upstream from the ditch inlet and the Mill Race diversion upstream from gage #14-1920 at State Street. As an example of the conservative nature of this report the Corps of Engineers suggests that the 1964 flood had a return frequency of 100-year with a peak flow of 7,300 cfs. Their profile for the 100-year frequency flood at the proposed crossing shows the water at elevation 157.3 feet, while the observed elevation for the 1964 flood was only 155.4 feet for a net difference of 1.9 feet between the calculated and observed stages.

For the purposes of this report, information obtained by the City of Salem on the January 1974, November 1973 and December1964 floods was used rather than that information presented by the Corps of Engineers in their report, because the City's information was based on observed data rather than calculated.

Following is a table of pertinent design data.

Flood Event	Estimate Discharge	Flood Frequency	Highwtr. Elev. at Crossing
Dec 22, 1964	6,110 cfs	65-yrs	155.5 ft.
Jan 16, 1974	5,580 cfs	30-yrs	154.3 ft.
Nov 16, 1973	3,450 cfs	3.5-yrs	152.5 ft.

Existing Structures

Four structures cross Sheldon Ditch in the vicinity of the proposed crossing; three are upstream and one is downstream. Each is skewed to the channel and produce varying amounts of backwater because of waterway area and pier alignment.

Bridge	Length	Skew Angle	Water Area to Jan 1974 Flood Elev. (Skewed Opening)	Estimated Backwater*
12th St.	40 ft.	64°	410 sq.ft.	1.5 ft.
13th St. SPRR	103.5 ft.	40°	615 sq. ft.	-0-
Mainline SPRR	46 ft.	23°	472 sq. ft.	-0-
Spurline	68 ft.	26°	515 sq. ft. (area greatly reduced by pier alignment)	2.1 ft.
14th St.	80 ft.	22°	650 sq. ft.	-0-

*Backwater from Corps of Engineers report for 100-year flood

It can be seen that with the exception of the 14th Street structure, the proposed structure at 13th Street has a larger available waterway opening than other bridges in the area.

Richard L. Lenz
Hydraulics Engineer

By
Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:mc

cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg
H. S. Cox
C. O. Fredrickson

HYDRAULIC DATA		
	Design Flood	Max, Flood yr (1964)
Discharge–c.f.s.	6,110 cfs	6,110 cfs
Frequency-yrs	65 yrs	65 yrs
H.W. Elevation Natural Channel	15-5.5 ft	15-5.5 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	9.5-10.0 fps	9.5-10.0 fps

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

SHELDON DITCH BRIDGE
MISSION ST. SE – BELLEVUE ST. SE SECTION
CITY OF SALEM
MARION COUNTY

COMPILED BY	DATE
MACNAB	APRIL 9, 1974

H-5 Corr (County + City) fan

FORM S-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 18, 1974

TO Rod Henry
Regional R/W Supervisor

FROM Adele L. Egan
Right of Way Office Manager

RECEIVED
COUNTY & CITY SECTION
APR 19 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

SUBJECT Bellevue St. S.E.-Mission St. S.E. Section
City Street
Marion County

Attached you will find 8 revised Exhibit A's in sextuplet covering right of way to be acquired in connection with the Bellevue St. S.E.-Mission St. S.E. Section of a City Street in Marion County.

These descriptions have been revised because of a Grade change between Leslie and Mission Streets.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a map 9B-11-19 covering this area and bearing our date of April 18, 1974.

File No.	Name	Area
48155	James R. & Carolyn Wilson	270 sq. ft.
48156	Wesley E. & Rosemary S. Gladow	250 sq. ft.
48157	Max E. Smith	284 sq. ft.
48158	Gulf Oil Corporation	298 sq. ft.
48159	I. K. T. of Salem No. 1, Inc.	107 sq. ft.
48160	Gordon Olsen	210 sq. ft.
48161	John H. & Lila M. Davis	114 sq. ft.
48162	Lysle D. & Jane R. Leach	200 sq. ft. p-2 28 sq. ft. p-1

AC:ks
Enc. 8 options, etc.

cc: C. O. Fredrickson - 2 prints
Milner Mead - 1 print
Frank Lowe
Armand Rivéness - Exhibit
J. J. Smith
Title - 1 print

8246

R

FISH COMMISSION

OFFICE OF THE DIRECTOR

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 19 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver
Do not file
Return
Bring Up
Other

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

April 18, 1974

cc's sent 4-19-74:
E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
C. G. Swenson
F. E. Terpin
C. O. Fredrickson (2)

NOTED
E. S. HUNTER

Mr. J. H. Versteeg
Road Design Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

SHELTON DITCH BRIDGE
MISSION STREET-BELLVUE STREET SECTION
CITY OF SALEM
MARION COUNTY

We have reviewed the preliminary plan of the above titled project transmitted to us by your letter of April 11, 1974. Shelton Ditch has substantial salmon spawning activity in the vicinity of the proposed bridge site. Therefore, extreme caution should be used to minimize or eliminate stream disturbance. Work required in the stream should be limited to June 1 - September 1 unless behind protective berm or cofferdams. Your cooperation in implementing these safeguards will be appreciated.

Sincerely,

Burt Carnegie (J. L.)

BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5346

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 16, 1974

NOTED
E. S. HUNTER

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM
Walter J. Hart
Bridge Engineer

RECEIVED
APR 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Shelton Ditch Bridge
Mission St. SE-Bellevue St.SE(Salem)Sec.
13th St. SE
Marion County
Bridge 16009

Attached are two prints each of Drawings 29691 and 29593 which are the preliminary plan and elevation sheet and vicinity map respectfully for the above subject structure. Also attached are estimate sheets for the proposed structure and an alternate structure.

The foundation and hydraulic reports are being prepared, but are not as yet ready for distribution. These will be furnished to you as soon as they are available.

The proposed structure allows for maximum waterway opening for future runoff that may develop with future street and commercial development along the stream.

The alternate proposal was a 50-foot clear steel span on concrete abutments with wingwalls. This alternate was discussed with Mr. Ralph Lambert, Project Engineer for the City of Salem, and our hydraulics people and it was recommended by them that we consider a structure with open spans to allow for maximum waterway opening. It was further desired that a minimum horizontal clearance of 50 feet be provided for.

The preliminary plan being submitted to you for approval provides for the above and should present a pleasing looking structure for the location. This project is presently scheduled for the September 26, 1974 bid letting. Please return one print with your comments and/or approval noted thereon. The estimated cost of this proposal is $181,000, based on approximate quantities and a 20% allowance for engineering and contingencies.

DOC/ag

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
H. S. Cox
J. H. Versteeg

FORM 81.734.3030

FAU

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 10, 1974

Salem, Oregon

FROM: Duane O. Christensen
Supervising Design Engineer

TO: H. S. Cox
County-City Engineer

SUBJECT:

Shelton Ditch Bridge
Mission St. S.E.-Bellevue St. S.E.
(Salem,) Sec., 13th St. S.E.
Marion County
Bridge No. 16009

Attached are three reduced size prints of Drawing 29691, which is the preliminary plan and elevation drawing for the subject structure.

The estimated cost of this structure is $181,000, which includes an allowance for engineering and contingencies. An alternate design utilizing a single steel span on abutments was considered, but rejected due to hydraulic,economic and aesthetic considerations.

These drawings are being submitted to you at this time for your use in securing approval from the City of Salem. This project is presently scheduled for the September 26, 1974 bid letting.

DOC/ag
Attachs.

cc J. E. Chidsey w/attach.
J. H. Versteeg w/15 attachs. -
Note: For your use in submitting to State Land Board and Fish and Game Commission.

RECEIVED
COUNTY & CITY SECTION
APR 11 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8246

R

bc: E. S. Hunter
L. W. Rulien
W. J. Hart
J. H. Versteeg
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 15, 1974

Mr. Edward A. Sigurdson
City Engineer
City Hall
Salem, Oregon 97301

Re: Mission St. S.E.-Bellevue St. S.E.
(Salem) Section, 13th Street S.E.
FAUS Project

NOTED
E. S. HUNTER

Dear Mr. Sigurdson:

Enclosed for your approval are two preliminary prints of the plan and elevation for the proposed Shelton Ditch Bridge on 13th Street S.E.

The estimated cost of this structure is $181,000, which includes an allowance for engineering and contingencies. An alternate design utilizing a single steel span on abutments was considered, but rejected due to hydraulic, economic and aesthetic considerations.

Very truly yours,

H. S. Cox
County and City Engineer

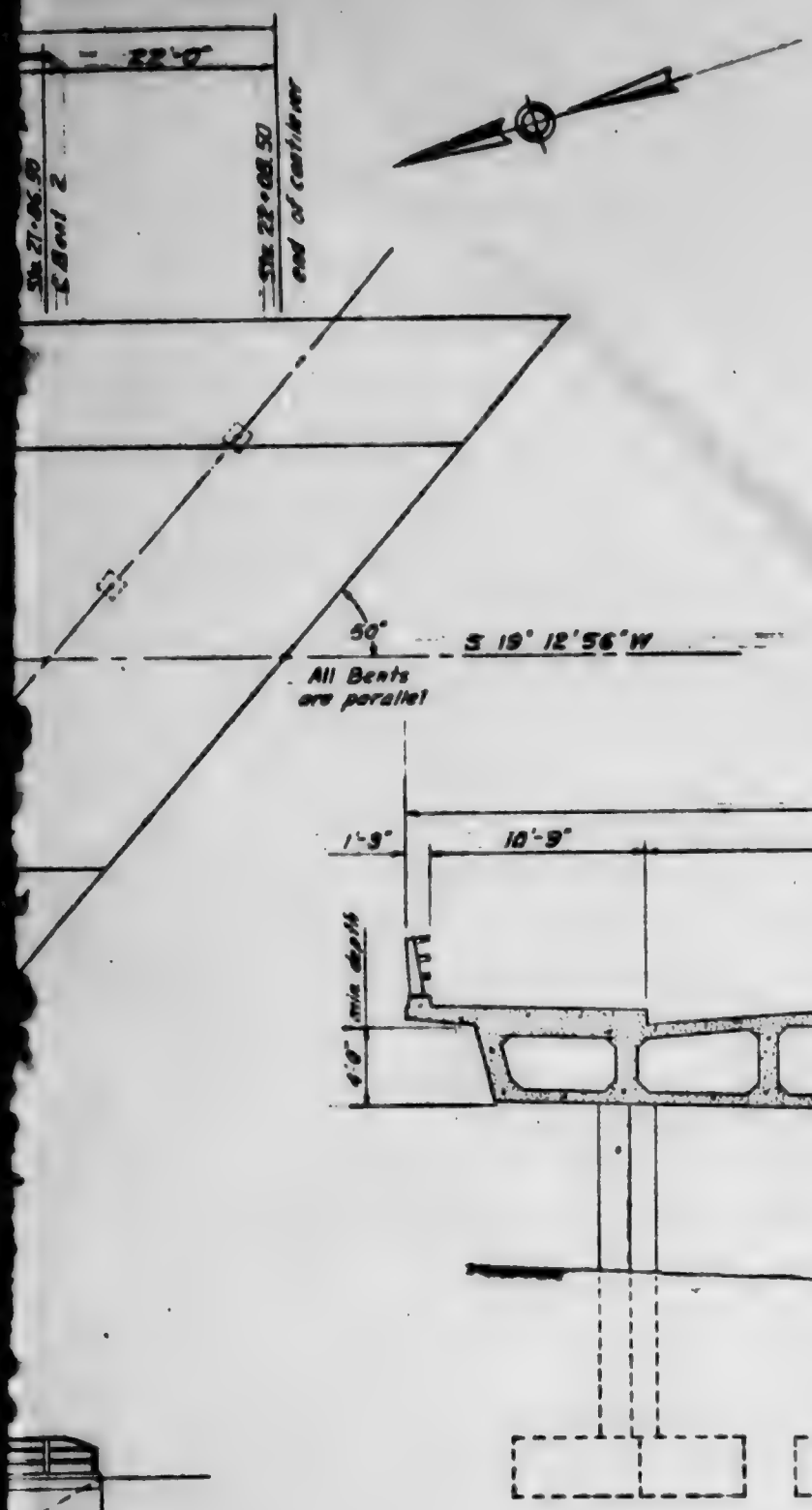
By

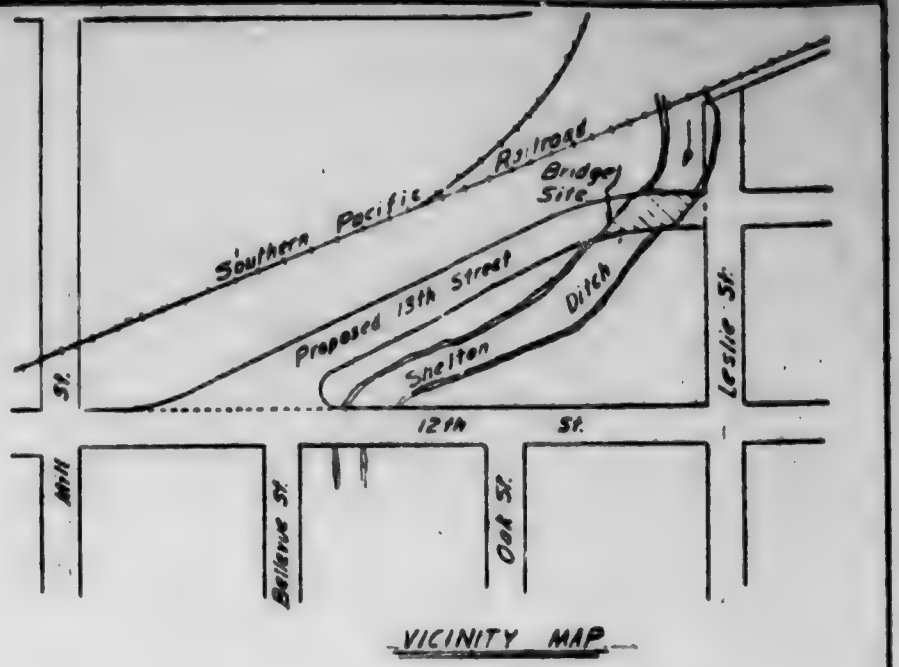
Richard Unrein
Urban Engineer

RU:ljt

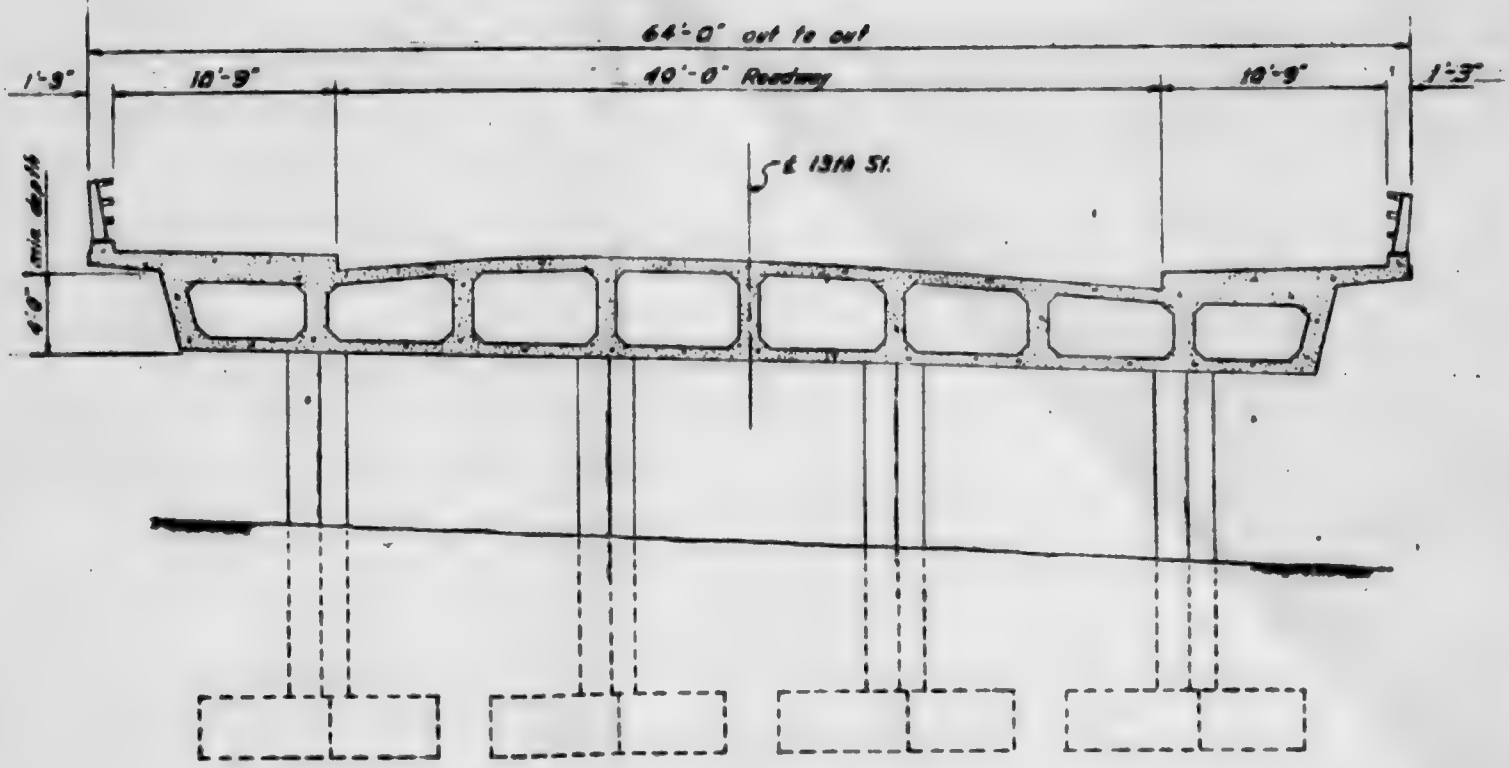
Encl.

RECEIVED
APR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER





VICINITY MAP



TYPICAL SECTION
Scale: 1/4" = 1'-0"

ADVANCE PLANS
APR 10 1974
DO NOT USE FOR CONSTRUCTION

RECEIVED
COUNTY & CITY SECTION
APP 11 1974
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

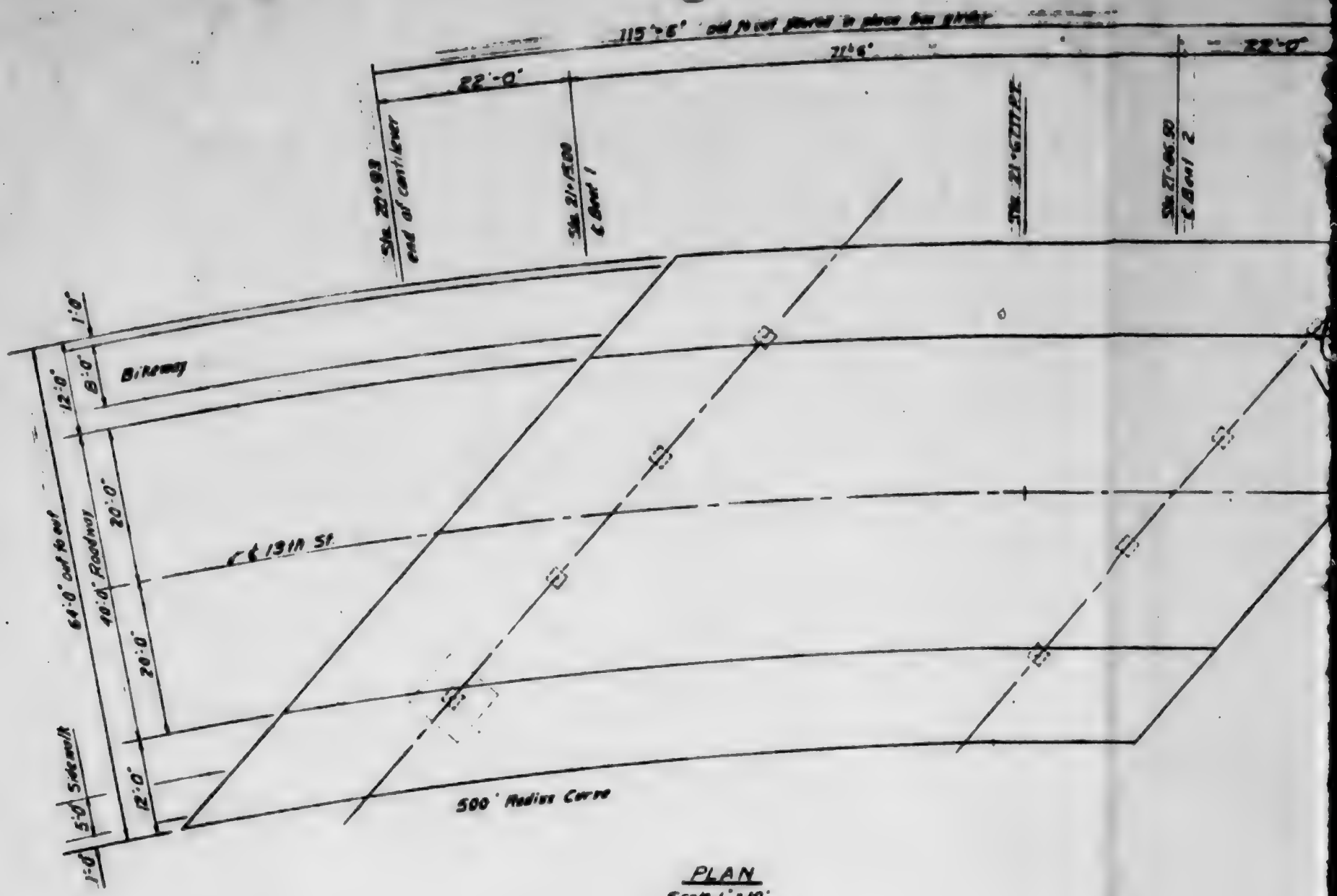
APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED
CHECKED
DRAWN MDW
QUAL. CHECK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

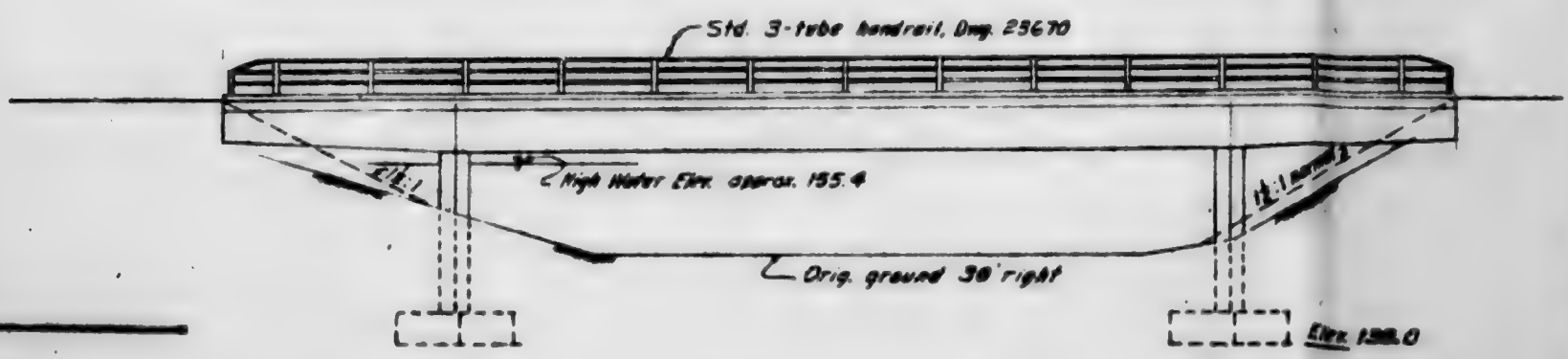
SHELTON DITCH BRIDGE
MISSION ST TO BELLVUE ST. SECTION
13TH ST, CITY OF SALEM - MARION COUNTY

PRELIMINARY PLAN AND ELEVATION

DATE 3-27-74 BRIDGE NO. 16009
ACCOMPANIED BY DWGS.
SHEET NO.
DRAWING NO. 29691



PLAN
Scale 1" = 10'



ELEVATION
Scale: 1" = 10'

APPROVED
CITY OF _____

BY MAYOR _____

BY RECORDER _____

DATE _____

FAU

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

March 26, 1974

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 28 1974
ENGR. COOR. GE AE UE
UPE CE RE RPE

Attention: Mr. Richard Unrein
City-County Section

Gentlemen:

Subject: 13th Street Extension (F.A.U.S. 3074)
Mission Street - Bellevue Street

This is in response to your letter of February 25, 1974, regarding Federal Aid participation on illumination for this contract. In order to obtain Federal Aid participation in this item, we would like to change our original proposal to have illumination installed as part of the construction contract. This will also reduce our annual maintenance costs from $4,400 per year to $2,385 per year.

In addition, Salem's City Council has recently made a change in policy regarding use of sodium vapor illuminaires, restricting their use to the C.B.D. core area. Therefore, the illumination of this project should be changed from sodium vapor to mercury vapor, with a corresponding change in illuminaire wattage.

Revised Illumination Cost Estimate

1000 Watt Mercury Vapor Illiminaires	30 @ $245. ea.	=	$ 7,350.00
30 ft. painted steel poles with 6 ft. mast arm	25 @ $260. ea.	=	6,500.00
Installation cost for poles	25 @ $400. ea.	=	10,000.00
	Total		$23,850.00

3/29/74 copies to:
L.W. RuLien
C.W. Fredrickson
J.H. Vanstrom
W.J. Hart
} please include illumination in contract plans.

Yearly Maintenance Costs

Illiminaires & Energy
30 Illuminaires x $6.16/month/illuminaire x 12 months/yr.= $2,220.00

Poles
25 poles x $0.55/month/pole x 12 months/yr. = 165.00
$2,385.00

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: B. T. Van Wormer, Director of Public Works
S. Douglas Van Dyke, Traffic Engineer
Ralph Lambert, Project Engineer

7AU

PARTIAL R/W NEEDS
(SMALL PART - NO R.R. TAKINGS)

Salem, Oregon
March 25, 1974

Adele L. Egan
Right of Way Office Manager

TO: Rod Henry
R/W Supervisor

Bellevue St. S.E.-Mission St. S.E.
(Salem) Section
City Street
Marion County

Attached you will find 10 Exhibit A's in sextuplet covering right of way to be acquired in connection with the Bellevue St. S.E.-Mission St. S.E. (Salem) Section of a Salem City St. in Marion County.

The Project Number has not been assigned.

→ Do not appraise or negotiate until notified.

Please send cost estimates for programming purposes and submit a Phase II Relocation Plan to John Oakes.

The areas on files 48159, 48160, 48161 and 48162, parcel 2 are for Appraisal only; do not carry area forward to final document.

We are sending Exhibit A's only to go with an option to be created from the appropriate clauses selected from those on the "option clause forms" included.

When the clauses have been chosen and completed, you may decide to have your secretary prepare the final option form or send your outline back to this office for your"made to order options."

Enclosed for your information are copies of the Authorization List, Mr. Scott's letter of March 15, 1974, and sheet 4 of the Narrative Report. Please note the hi-lited paragraph pertaining to easements.

We are attaching three prints of a section of map 9B-11-19 covering this area and bearing our date of March 15, 1974.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AC:ks
Enc. 10 options, etc.

cc: C. O. Fredrickson - 2 prints
Milner Mead - 1 print & Auth. List.
Frank Lowe - letter
Title - 1 print
Fred Jeter
Armand Riveness - Exhibit
J. J. Smith - Relocation
H. S. Cox - County, City

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

File No.	Name	Area
48155	James R. & Carolyn Wilson	432 square feet
48156	Wesley E. & Rosemary S. Gladow	450 square feet
48157	Max E. Smith	485 square feet
48158	Gulf Oil Corporation	324 square feet p-1 980 square feet p-2
48159	I. K. T. of Salem No. 1, Inc.	322 square feet
48160	Gordon Olsen Invest. Co. (International Kings Table, Inc. C.P.)	630 square feet
48161	John H. & Lila M. Davis	342 square feet
48162	Lysle D. & James R. Leach	28 square feet p-1 610 square feet p-2
48163	Coburn L. & Jean M. Grabenhorst (C. Arthur & Faith E. McCall, Lessee)	40 square feet
48164	Willamette University	64 square feet

SALEM
OREGON

13th. ST. EXTENSION

FINAL ENVIRONMENTAL IMPACT STATEMENT

OREGON
DEPARTMENT
OF
TRANSPORTATION

OREGON
STATE
HIGHWAY
DIVISION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary of

FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

1. This project is advanced by administrative action of the City of Salem in cooperation with the Oregon State Highway Division and the Federal Highway Administration.

2. The proposed development consists of the construction of a connection from 13th Street to 12th Street, between Mission and Bellevue Streets. The purpose of this project is to alleviate traffic congestion in the existing 12th Street-13th Street couplet system.

3. The environmental impacts of this proposal are:

Acquisition of right-of-way.

Greater traffic mobility in a congested corridor.

Reduction in automobile-truck conflicts.

Changes in present noise levels, with probable decreases within the project area.

Short-term disruption due to construction activities.

4. Alternatives considered:

   a. A general alignment north of Shelton Ditch with connecting elements at Bellevue and 12th Streets.

   b. An alignment south of Shelton Ditch that widens the existing route and enlarges the radii of the two right-angle turns.

   c. The "no-build" alternative.

5. a. These agencies were invited to comment on the draft environmental statement:

State of Oregon, Federal Aid Coordination Unit
Mid Willlamette Valley Council of Governments
Oregon Environmental Council
United States Department of Agriculture
United State Department of Housing and Urban Development
United States Department of Interior
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation
National Oceanic and Atmospheric Administration

   b. Agencies commenting on Draft Environmental Statement (copies of letters attached):

State of Oregon, Federal Aid Coordination Unit
United States Department of Agriculture
United States Department of Interior
Corps of Engineers
Environmental Protection Agency

6. Date draft statement was made available to CEQ and the public:

   April 10, 1973.

   Date Final Environmental Statement released _____.

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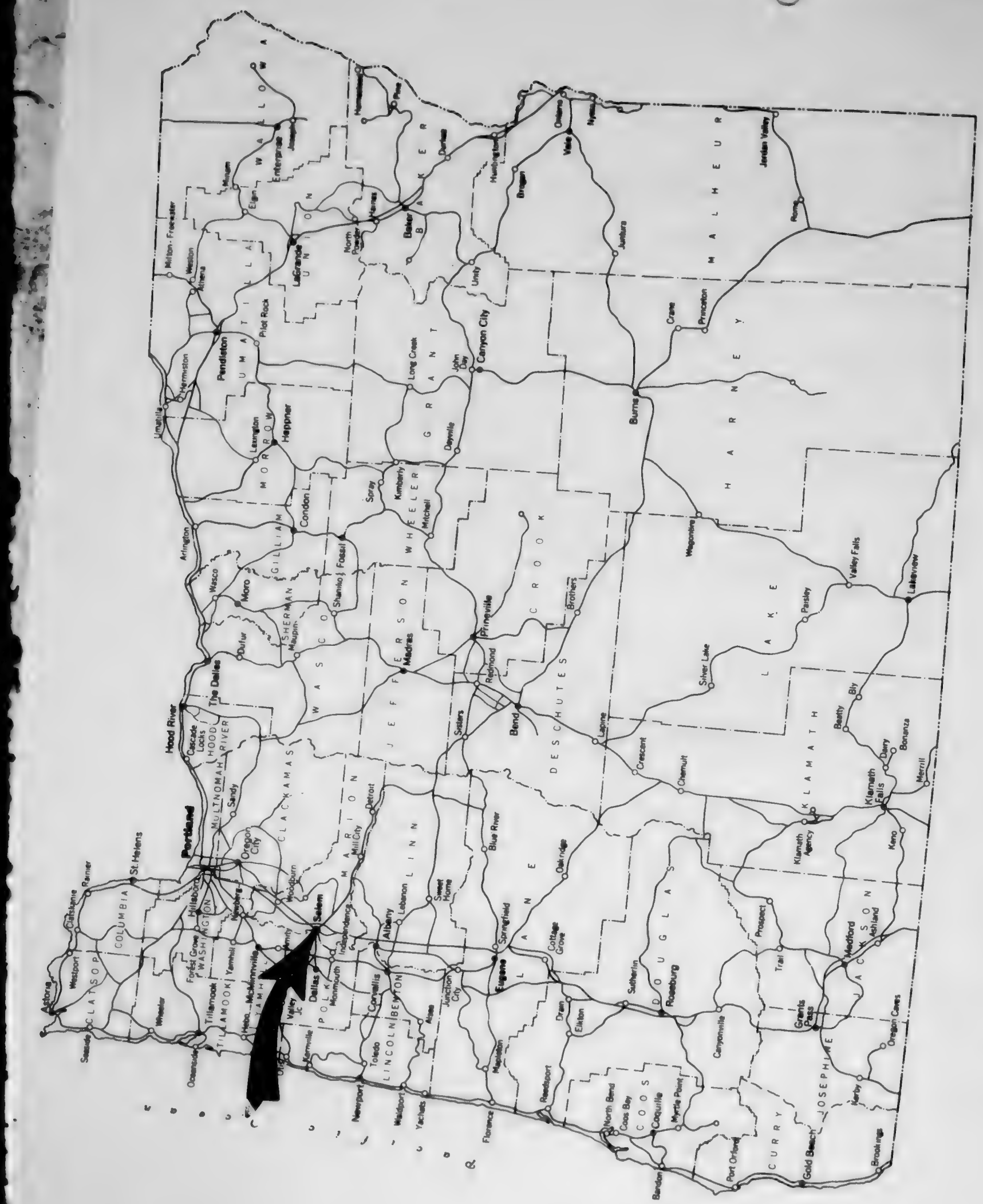

Wallowa
Union
Baker
Malheur
Umatilla
Morrow
Grant
Harney
Gilliam
Wheeler
Sherman
Jefferson
Wasco
Crook
Deschutes
Hood River
Multnomah
Clackamas
Marion
Linn
Lake
Klamath
Columbia
Clatsop
Tillamook
Yamhill
Polk
Lincoln
Benton
Lane
Douglas
Coos
Curry
Josephine
Jackson
Enterprise
Joseph
Elgin
Milton-Freewater
Weston
Athena
Pendleton
Pilot Rock
Hermiston
Umatilla
Arlington
Lexington
Heppner
Condon
Wasco
Moro
Grass Valley
Shaniko
Fossil
Dufur
The Dalles
Cascade Locks
Hood River
Maupin
Madras
Prineville
Redmond
Sisters
Bend
Brothers
Sumpter
Baker
Haines
North Powder
La Grande
Unity
Long Creek
John Day
Canyon City
Dayville
Spray
Kimberly
Mitchell
Condon
Huntington
Ontario
Nyssa
Vale
Drewsey
Juntura
Burns
Crane
Princeton
Jordan Valley
Rome
Wagontire
Silver Lake
Paisley
Valley Falls
Lakeview
Beatty
Bly
Dairy
Bonanza
Merrill
Klamath Falls
Klamath Agency
Keno
Chemult
Crescent
Lapine
Oakridge
Blue River
Sweet Home
Lebanon
Albany
Corvallis
Junction City
Monmouth
Independence
Dallas
Salem
Woodburn
Mill City
Detroit
Sandy
Oregon City
Portland
St. Helens
Rainier
Clatskanie
Westport
Astoria
Seaside
Cannon Beach
Tillamook
Forest Grove
Hillsboro
Newberg
Yamhill
McMinnville
Valley Jct.
Kernville
Toledo
Newport
Waldport
Yachats
Florence
Reedsport
Winchester
Drain
Elkton
Cottage Grove
Springfield
Eugene
Sutherlin
Roseburg
Canyonville
Myrtle Point
Coquille
North Bend
Coos Bay
Bandon
Port Orford
Gold Beach
Brookings
Grants Pass
Oregon Caves
Prospect
Trail
Medford
Ashland
Nerby
Pacific Ocean

DESCRIPTION AND PURPOSE OF PROPOSAL

The 12th Street-13th Street couplet is a major north-south traffic arterial adjacent to and serving the Salem central business district, Capitol Mall, and Willamette University. In addition, this corridor is a designated truck route through the city.

The present couplet is two lanes in each direction. The connection for northbound traffic from 13th Street to 12th Street via Leslie Street was devised as a temporary connection until such time as funds became available to construct a bridge across Shelton Ditch and connect 13th Street to 12th Street in the vicinity of Bellevue Street. The existing temporary connection between 12th Street and 13th Street via Leslie Street necessitates the negotiation of two right-angle turns spaced only one block apart. Movements of this type are restrictive of traffic flow and can be dangerous. Truck traffic utilizing the facility further compounds present movement difficulties. Two alternative plans were developed to make a new 12th Street-13th Street connection.

The first alternative route suggested--the alternative selected for implementation and described in this final statement--begins at the intersection of 13th and Mission Streets and proceeds northerly along the existing alignment of 13th Street to Leslie Street. North of Leslie Street at Shelton Ditch, a bridge is to be constructed along the new alignment. Upon crossing Shelton Ditch, the new roadway is to angle northwesterly to connect with 12th Street near its present intersection with Bellevue Street. Total length of the project is to be approximately

STATE
LIBERTY
HIGH
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL
WAVERLY
99 E
S.P.
FERRY
TRADE
MILL
BELLEVUE
OAK
LESLIE
ANDRESEN WAY S.E.
PARK
STATE CAPITOL
WILLAMETTE UNIVERSITY
COURT
STATE
SILVER
STRAND AVE.
13TH
14TH
15TH
16TH
17TH
18TH
STATE BLIND SCHOOL
MISSION
UNIVERSITY
12TH
EAST
BUSH'S PASTURE PARK
Pringle
LEE
WALLER
HINES
LEFELLE
CROSS
PARK
WILBUR
SUMMER ST.
DAVIDSON ST.
YEW
HOWARD
CAPITOL
LORAIN CT.
OXFORD
LEWIS
RAILROAD
HIGH
RURA
CO.
27
26
34
35
SALEM
N
MISSION ST. - BELLEVUE ST. SECTION

SELECTED PROJECT

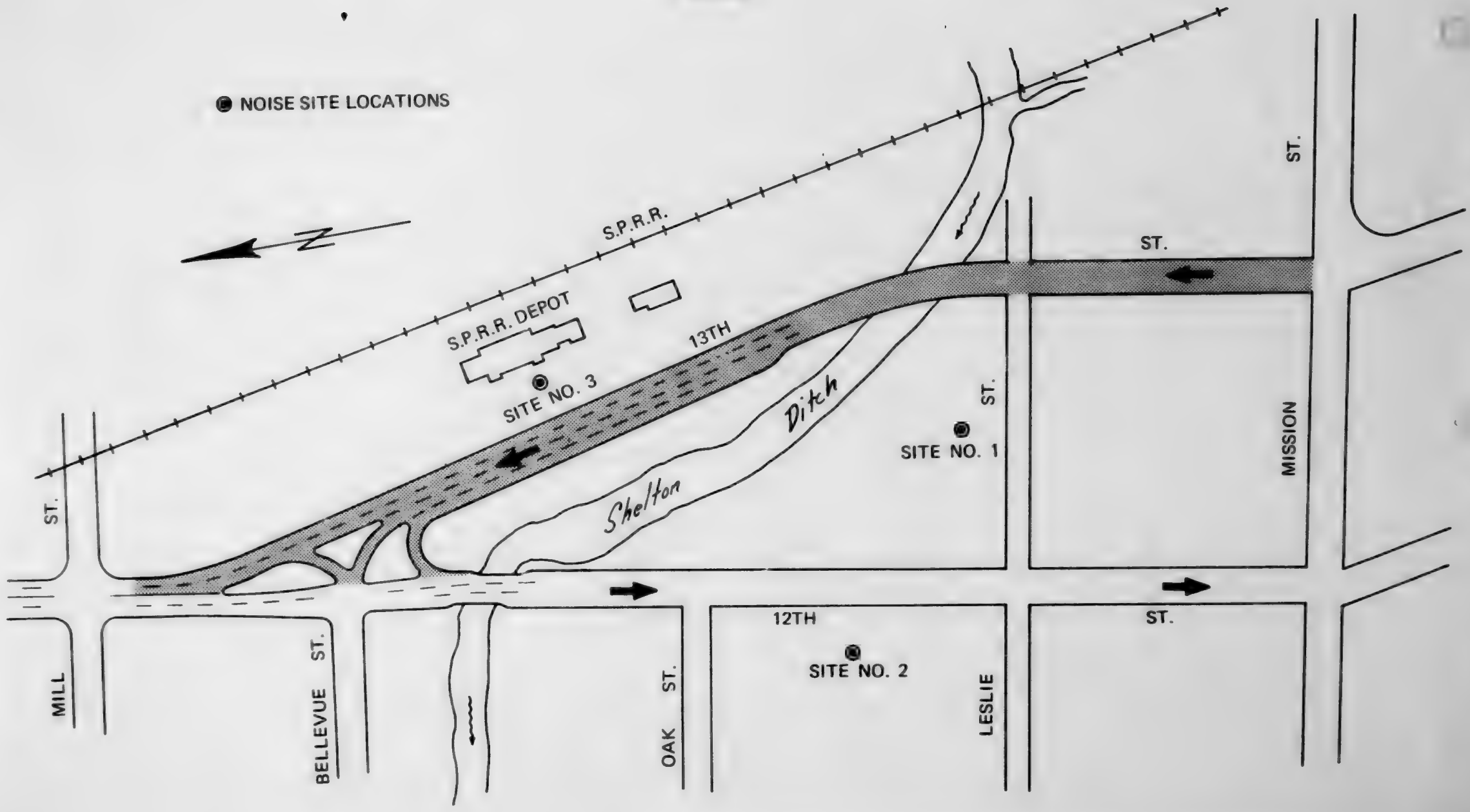
NORTHERN ALIGNMENT

MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION

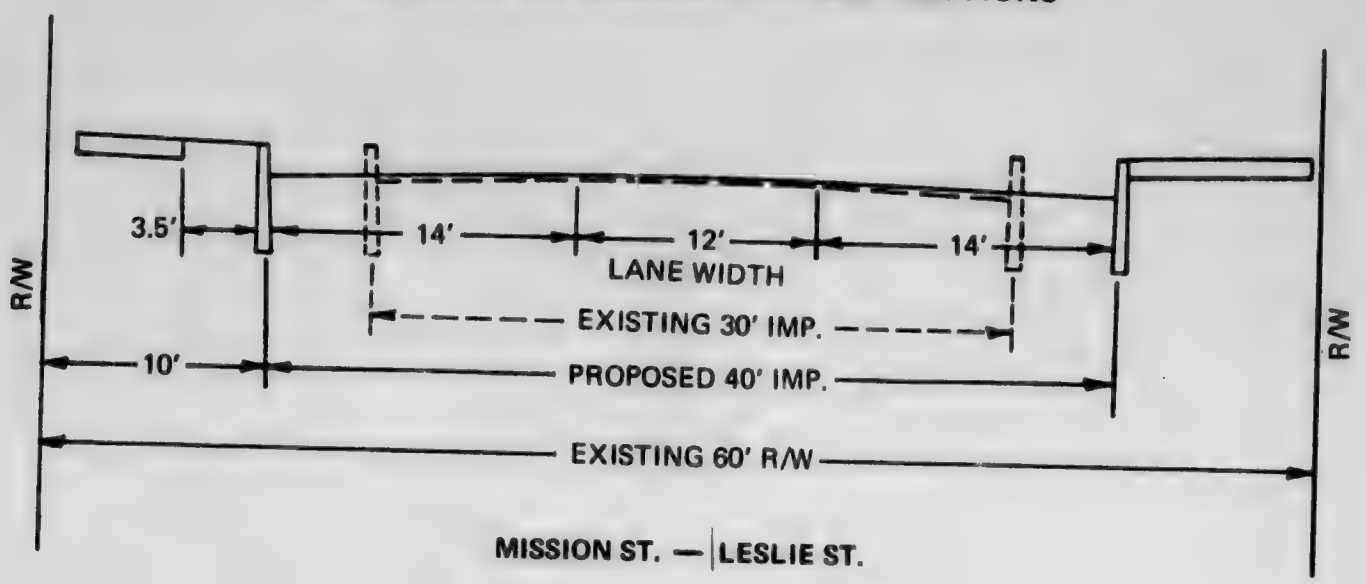
(13TH ST. S.E.)

MARION COUNTY

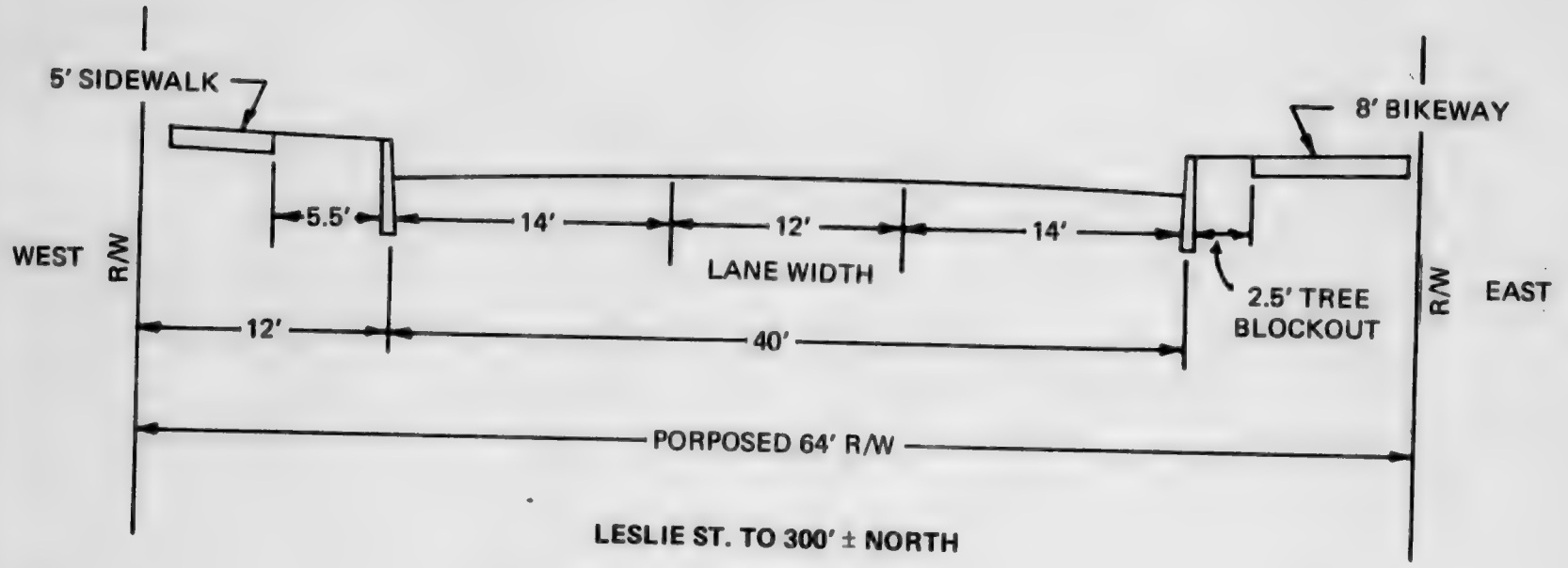
SALEM



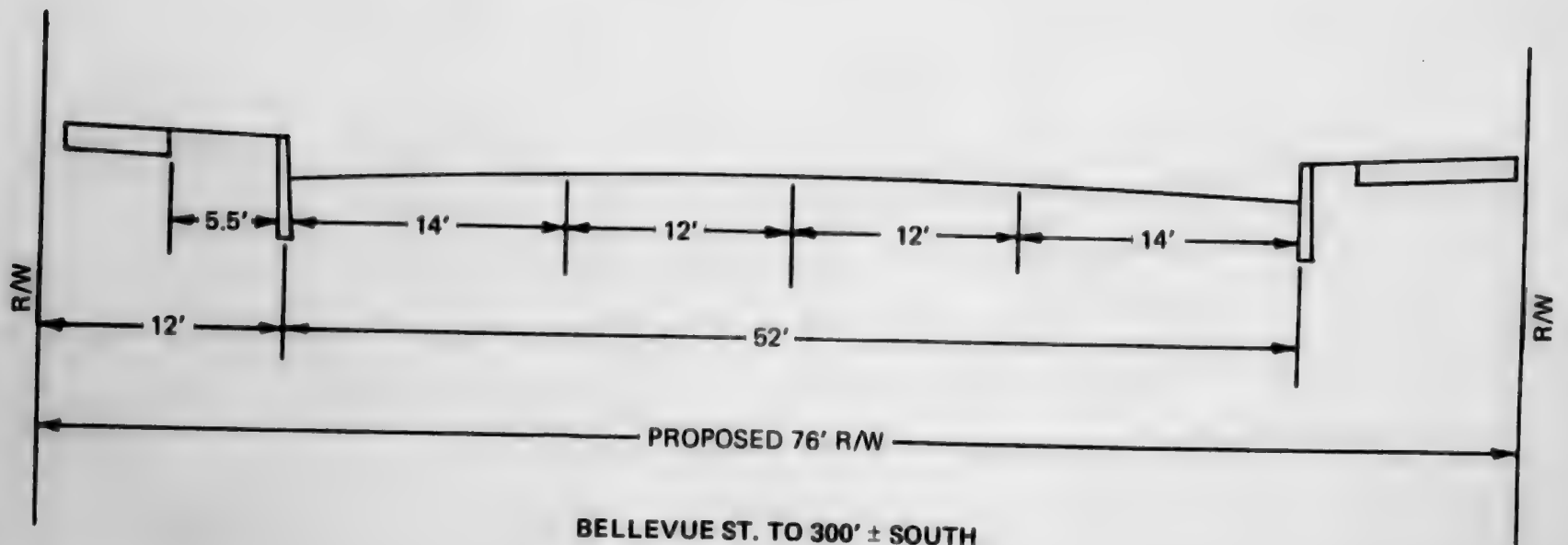
SELECTED PROJECT
NORTHERN ALIGNMENT TYPICAL SECTIONS



MISSION ST. — LESLIE ST.



LESLIE ST. TO 300' ± NORTH



BELLEVUE ST. TO 300' ± SOUTH

1,300 feet; the southern 400 feet will follow the existing alignment and the northern 900 feet will be developed on a new location.

The facility is to be a three-lane arterial street with a sidewalk on the western side and a bikeway on the eastern side. Landscaping will be provided between the sidewalk and bikeway and the travel lanes. (See illustration of typical cross-sectional views looking north of the proposed facility.) The additional width in the vicinity of the 12th Street-Bellevue Street intersection is necessary for required traffic channelization. No access control is proposed for this facility.

Associated with the construction of this alternative will be certain modifications to both 12th Street and Leslie Street within the project area. Twelfth Street will be restriped to provide three lanes southbound between Bellevue and Mission Streets. Leslie Street will become one lane each direction between 12th and 13th Streets. Parking is to be provided along the west side of 12th Street and the south side of Leslie Street. No new construction is proposed on these segments of 12th Street and Leslie Street.

The second alignment suggested and considered in the draft statement, but rejected for this project, would follow the existing alignments of 13th Street, Leslie Street, and 12th Street. These streets would have been widened to provide three lanes northbound on 13th Street and three lanes in each direction on 12th Street. The angles of the curves in the vicinity of Leslie Street were to be enlarged as much as possible to reduce traffic conflicts. The 12th Street bridge over Shelton Ditch was to be widened to accommodate six lanes of traffic and the required channelization

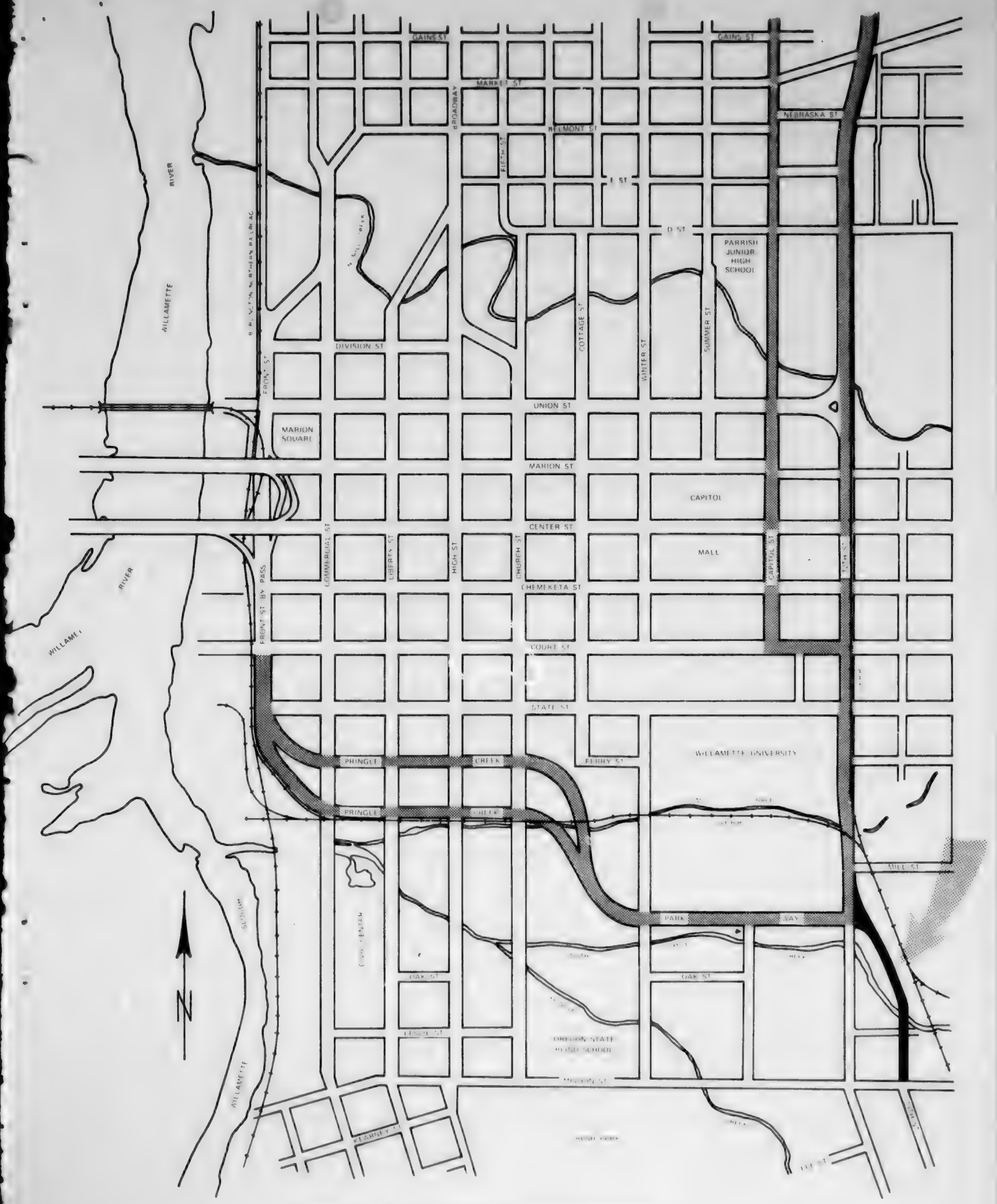
for the Bellevue Street intersection. The sidewalk, bikeway, and landscaping were to have been similar to sectional views of both alignments.

A combination sidewalk/bikeway is proposed for this project. This bikeway will connect with an existing bike route on Mill Street, with proposed bike routes along the Pringle Creek Parkway, and with the west side of 12th Street from the Pringle Parkway northerly to Court Street. In addition, this bikeway will serve bicyclists (especially commuters) who currently use 13th Street.

The future improvement of Mission Street will probably include a bicycle path. This path would connect bicycle path systems at Minto Island Park, Bush Park, and Cascade Gateway Park. The bikeway along the 13th Street Extension would connect this future Mission Street route to the Willamette University and State Capitol bikeway systems.

Safety features are being considered for bicycle crossings. The bicycle crossings at the 13th and Mission Streets intersection and the 12th and Pringle Parkway intersection will be signalized. In addition, drop curbs and bicycle ramps will be installed at the various intersections to provide for easy bicycle travel from the street to the separated sidewalk or bikeway. These ramps will be designed to guide bicyclists through the intersections in the safest directions.

The map immediately following shows a recommended major street system through the central Salem area as proposed in the Central Salem Development Program. Certain design features of the Development Program are pertinent to the 13th Street project. According to the city plan, the 12th Street-13th Street corridor shall be three lanes each direction north of Mission Street, and the present Bellevue Street alignment (currently



CENTRAL SALEM DEVELOPMENT PROPOSAL

a minor street) shall become a four-lane boulevard leading to the central business district and the Willamette River bridges. These other proposed projects in the central Salem area have established the need for 13th Street, in this project area, to be a three-lane facility. The reconstruction of 13th Street as proposed herein is compatible with long-range plans for improving the general traffic circulation pattern throughout the central Salem area.

However, the need for the construction of 13th Street, even without the widening of 12th Street and the Pringle Creek Parkway, has been recognized since the 12th Street-13th Street couplet was formed in 1960. As noted, the existing temporary connection between 13th Street and 12th Street via Leslie Street necessitates the negotiation of two right-angle turns spaced only one block apart. This movement pattern restricts the volume, speed, and smoothness of flow. Due to the right-turning radii at these intersections, truck-trailer vehicles must occupy both traffic lanes on turns, thereby creating accident-susceptible situations. In addition, these right-angle turns cause an increase in noise and air pollution due to the extra shifting of gears, especially for truck traffic.

EXISTING ENVIRONMENTAL SETTING

The city of Salem, Oregon's capital and the county seat of Marion County, is located in the heart of the Willamette Valley. Salem is a rapidly growing community, with a 1972 population estimated at 73,000. The largest single payroll in the Salem area is the State Government, with 9,900 employees; the State payroll continues to grow as the population of the state increases. The city is the home of Willamette University, a four-year liberal arts college and law

school, which was founded in 1842. This privately financed Methodist institution maintained a fall 1972 enrollment of 1,600 students. Surrounding Salem in Marion and Polk Counties are one and a quarter million acres of fertile agricultural land. Salem has evolved as a processing center for many of these varied agricultural and timber products.

Coincident with the governmental, agricultural, and manufacturing activities of Salem is a corresponding expansion of the residential and commercial elements of the community. During the past twenty years, much of this residential and commercial activity has occurred along the outer edges of the city. One such expanding residential and commercial sector lies south of the central business district. Rapid residential development of the area south of Salem during the 1950's has created heavy traffic demands on 12th Street S.E. To alleviate traffic congestion, the one-way couplet system came under consideration.

In 1957, the Salem Planning Commission and the Marion County Planning Commission began a feasibility study for a one-way couplet utilizing 12th and 13th Streets. As proposed, this one-way couplet would extend approximately from Vista Avenue on the south, north to a point just south of Mill Street. In 1960, the first phase of this proposed couplet was initiated at a minimum of expense by widening 13th Street and providing temporary connections to 12th Street at Hoyt Street on the south and Leslie Street on the north. In 1962, Marion County constructed a permanent southerly connection between 12th and 13th Streets, in the vicinity of Cannon Street. During the past several years, annexations have placed this entire couplet area within the corporate limits of the city of Salem.

The northerly extension of 13th Street from Leslie Street to the intersection of 12th and Bellevue Streets has been in the city of Salem's Capital Improvement Program since the early 1960's. However, due to a lack of funds for right-of-way acquisition and construction, the northern portion of the couplet was never completed. A temporary connection between 13th and 12th Streets, utilizing Leslie Street, has been in operation since the couplet was formed. On August 30, 1971, the Federal Highway Administration approved the 12th Street-13th Street grid as a route on the Federal-Aid Urban System.

On December 14, 1971, the Mid-Willamette Valley Council of Governments approved the northerly extension of 13th Street from Mission Street to Bellevue Street as a Federal-Aid Urban Project.

LAND USE

The proposed project is located in a moderately developed area of Salem approximately one-half mile from the central business district. At least 95 percent of the immediately surrounding area is developed. (See map of existing land uses.) The remaining lands, shown on the map as vacant, occupy areas adjacent to Shelton Ditch. The vacant land west of 12th Street and south of Bellevue Street is undeveloped private property that is currently used as open space. The other vacant land adjacent to Shelton Ditch is located just north of the 13th Street and Leslie Street intersection. This property is also in private ownership. Much of this property would be occupied by the northerly alignment of the 13th Street extension. A portion of the remaining lands could be used for public open space.

EXISTING LAND USE

Other land uses in the area include transportation, commercial, industrial, public-quasi-public, and residential categories. Transportation land uses account for approximately 50 percent of the total, followed by commercial uses with 15 percent, residential with 10 percent, industrial with 5 percent, and public-quasi-public with 5 percent.

Transportation land uses include the Southern Pacific Railroad station and adjacent trackage and land holdings, which account for about 40 percent of this category. The local and arterial street system accounts for the remaining transportation uses.

The commercial land use category is made up of mixed auto-oriented businesses (including gas stations, restaurants, auto repair and auto sales lots) and a few scattered professional offices and some small miscellaneous retail shops. Nearly all of the newer establishments provide off-street parking for their clientele and rely on the automobile as the basic mode of access.

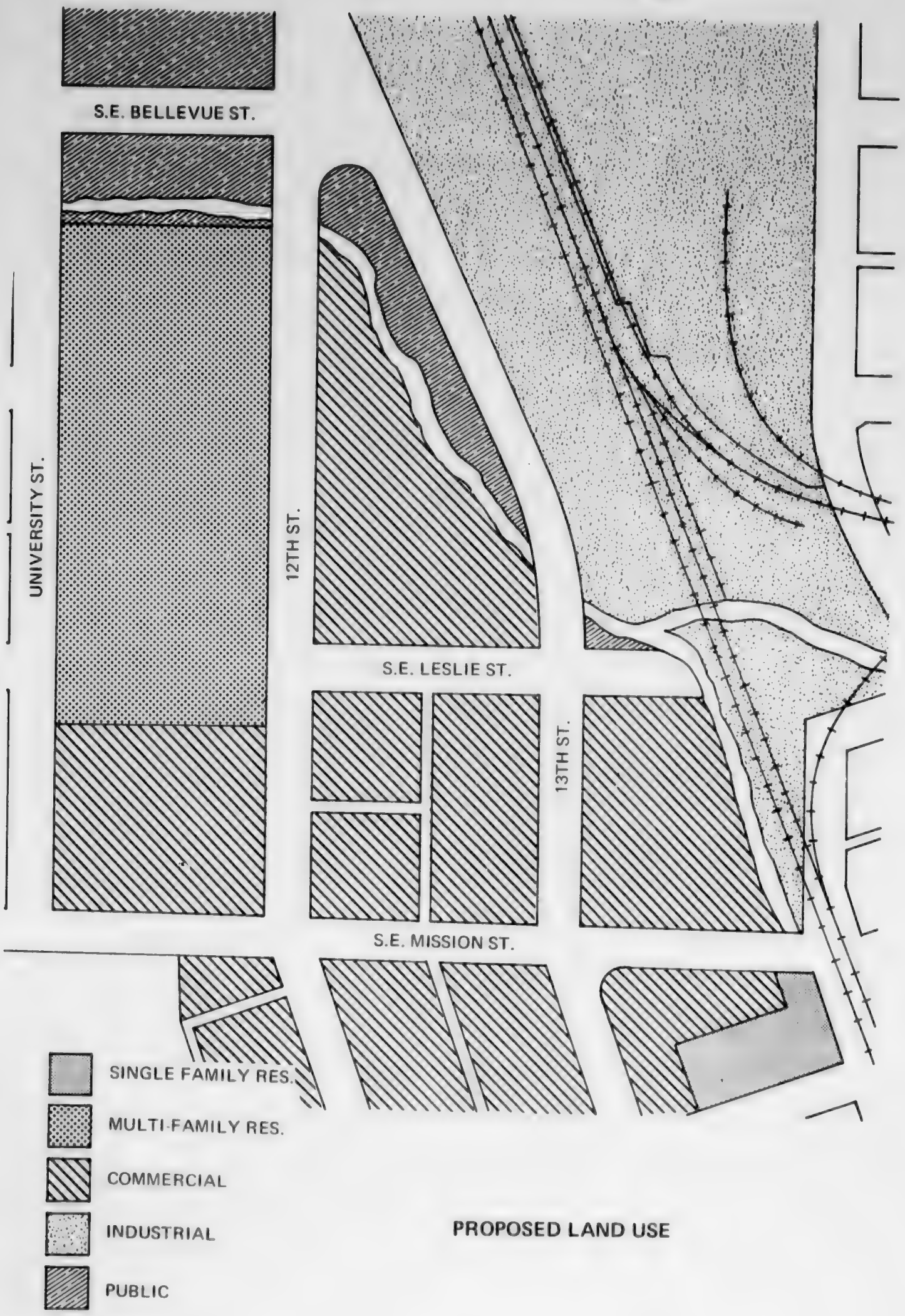
Residential land uses are divided evenly between single-family and multi-family housing types, averaging from 30 to 50 years in age. Housing units are generally two- to three-bedroom older homes, but seem adequately maintained. Although there is no indication of extensive deterioration, the area continues to undergo redevelopment and is tending toward commercial and multi-family housing. Such trends are commonly symptomatic of several factors, including (1) proximity to the business district and major arterial streets; (2) higher property taxation as a result of a highest and best use principle; (3) existence of older homes occupied by older persons. The proposed project can be expected to maintain or possibly accelerate the succession process that is already underway in the area.

Properties of Willamette University account for all of the public-quasi-public lands in the area. Willamette University is a private four-year institution offering both undergraduate and graduate curricula. It is the only four-year university in the Salem vicinity. School properties nearest to the project are currently undeveloped. They are planted in grass and there are a few trees. A portion of Willamette University property near Mill Street is currently used for parking.

The remaining land in the Mission Street-Bellevue Street area is classed as industrial and is occupied by the Del Monte Foods Company and the Honeywood Winery. These firms are located in the northeast corner of the study area and receive street access from that direction.

The most prominent physical feature within the project area is Shelton Ditch, which bisects the proposed project area north of the intersection of Leslie and 13th Streets. Shelton Ditch is a man-made waterway which was constructed in 1936 to relieve flooding on North Mill Creek. North Mill Creek flows diagonally through the city on a northwesterly course, passing through a high-value residential district, which formerly was subject to frequent flooding and consequent damage. Shelton Ditch carries the overflow from Mill Creek directly to a confluence with Pringle Creek in a large, natural swale at Church and Oak Streets, where both discharge to the Willamette River.

In the vicinity of this proposed project, Shelton Ditch is approximately fifty-feet wide, with a depth from five to fifteen feet. According to the U.S. Army Corps of Engineers, any bridge over Shelton Ditch at 13th Street should maintain a fifty-foot width minimum clear channel.



PROPOSED LAND USE

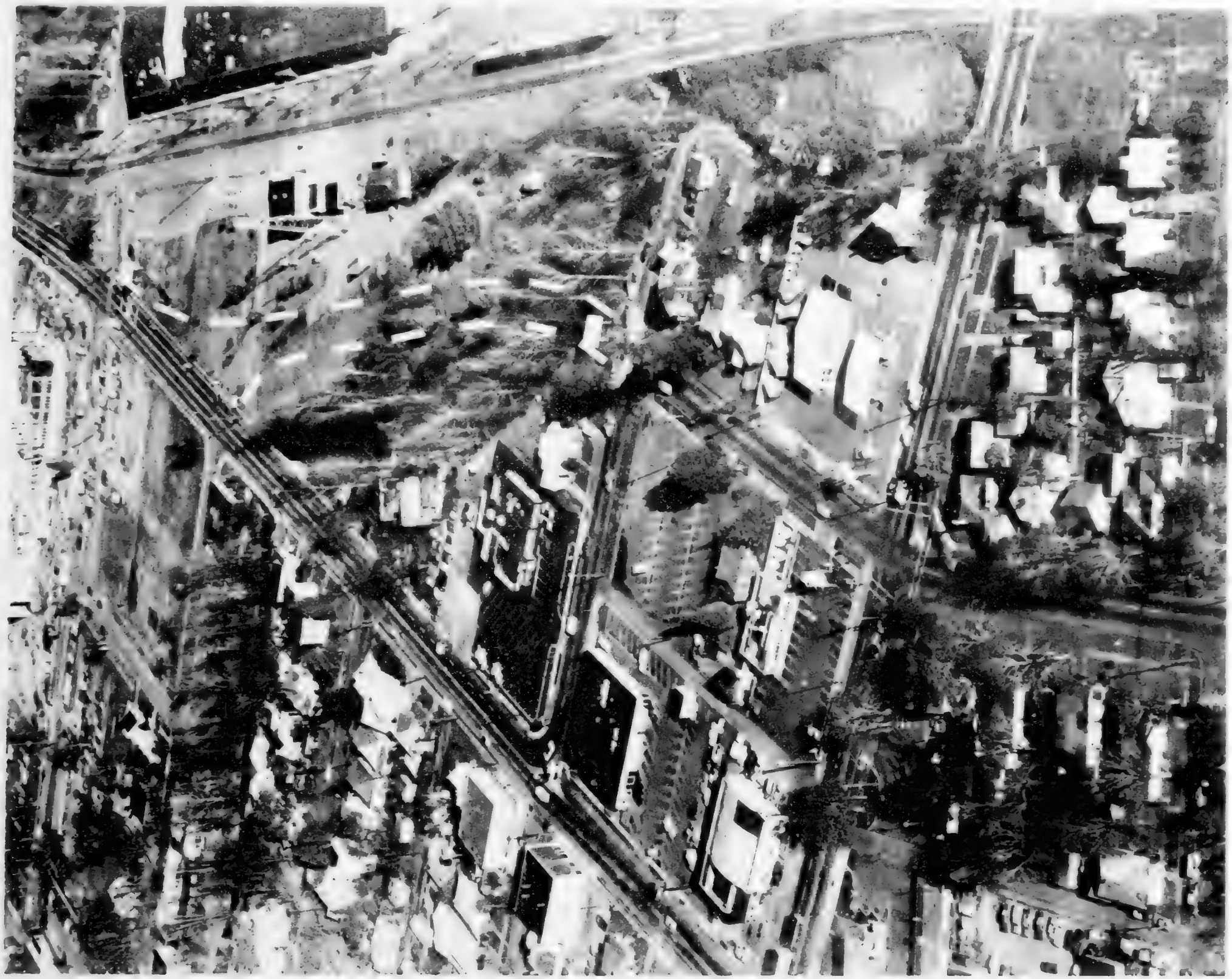
CURRENT PLANS

Two agencies carry on physical planning programs that are of direct significance on the project. The Mid-Willamette Valley Council of Governments is responsible for comprehensive planning, including both land use and transportation elements in Salem and the surrounding area. The Salem Office of Community Development carries on housing and urban renewal programs within a large area of central Salem and has produced a Central Salem Development Program (CSDP) which includes a detailed land-use plan for much of the area affected by the proposed project. Plans of the Office of Community Development are developed in cooperation with the COG and represent a refined element of the overall Salem plan.

The project has been proposed for a number of years by the Salem Area Transportation Study (SATS). When the Office of Community Development's CSDP was completed and adopted inDecember, 1971 by the City Planning Commission, it incorporated SATS findings which indicated the need for an improved facility that would eliminate the two ninety-degree turns between 12th Street and 13th Street and provide for a future connection with the proposed Pringle Parkway.

The 1972 daily traffic figures on the existing facility indicate that, of the approximately 16,000 vehicles using the 12th Street-13th Street corridor between Mission and Bellevue Street, 45 percent are northbound; 46 percent are southbound; and the remaining 9 percent is a merging of cross corridor movements. Of the 7,200 northbound vehicles on 13th Street within the project area, 3.4 percent are heavy vehicles.

In part, projected vehicular use of the 12th Street-13th Street grid within the study area is dependent upon the implementation of other transportation projects nearby. Of major importance is the proposed



Pringle Creek Parkway Project suggested in the Central Salem Development Program as outlined by DeLeuw, Cather and Company. This parkway is to be a major urban arterial, designed to connect the realigned Front Street bypass with the 12th Street-13th Street couplet, and will provide a new entry into the downtown Salem area with direct access to Willamette University and the Pringle Creek Project.

Additionally, a proposal identified in the Salem Area Transportation Study and affirmed in the CSDP report calls for the ultimate extension of 12th Street north to Portland Road, forming a Capitol Street-12th Street couplet. It is anticipated that 12th Street, from Bellevue to Court Street, will be widened to six lanes to serve north-south traffic moving over the 12th-13th Street couplet.

If these two major route improvements can be assumed, the 1982 projected traffic figures for the 12th Street-13th Street couplet in the project vicinity are estimated at 34,000 ADT, which is roughly a 112 percent increase over the present ADT. Further, assuming that the basic traffic concept of the SATS and CSDP is effected, and that traffic volumes will continue to increase at the present rate, the 1992 projected traffic volume would reach 50,800 ADT, a 217 percent increase over the present figure.

An examination of the vehicular accident statistics at the two intersections presently requiring right-angle turns (12th and 13th Streets) at Leslie Street reveals thirteen recorded accidents in the past five years. These accidents are primarily of the rear-end collision or sideswipe overtaking variety.

An important factor influencing the projected volume is the increased percentage of heavy vehicular traffic that may follow from the diversion of log truck traffic from existing routes through the city. With the completion of the 13th Street extension and the Pringle Creek Parkway, an estimated 300 additional log trucks per day would be diverted to the facility, raising to approximately 5.5 percent the number of trucks utilizing the couplet between Mission and Bellevue Streets. This traffic, passing between the North Santiam Highway and West Salem, currently uses the Mission to Church to Ferry to Front Street route, as prescribed by the Salem Department of Public Works' log-hauling permit system.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Location of the new facility north of Shelton Ditch will allow better land utilization than at present, for the open space between the facility and the ditch would be contiguous with a proposed open space strip, part of the Pringle Creek Project, that extends nearly to the river.

Traffic patterns for access to existing businesses will not be altered significantly.

The extension of 13th Street north across Shelton Ditch, representing one solution to the traffic problems in the corridor, will improve traffic mobility by eliminating the two right-angle turns which presently exist. The project itself will contribute to the smooth functioning of the 12th Street and Bellevue Street intersection, particularly when Pringle Creek Parkway becomes operational. By improving the capacity and flow of this traffic corridor, this project will help assure good vehicular

access to the Salem central business district, Capitol Mall, Willamette University, and Willamette River bridges via the proposed Pringle Creek Parkway.

Also, the construction of 13th Street via the selected northerly alignment will reduce traffic on 12th Street from Shelton Ditch to Leslie Street, and on Leslie Street between 12th and 13th Streets. Reduction in traffic on these streets will make it possible to restore a moderate amount of on-street parking. Approximately forty additional on-street parking spaces will be provided, benefiting adjoining businesses and residences.

Due to the high traffic volumes anticipated at the 12th Street and Bellevue Street intersection with completion of the Pringle Creek Parkway Project, the northerly alignment will provide for better operation at this intersection than would the southerly alignment; the northerly alignment will be designed for 35 mile per hour traffic, whereas the southerly alignment, without the acquisition of right-of-way amounting to $250,000, would carry traffic at 25 miles per hour.

Although some land is required from the Southern Pacific Railroad Company to construct this facility, the damage to the property will be minimal. Right-of-way in the westerly portion of the railroad property is now comprised of driveway and open space. The City of Salem will work with the Southern Pacific Railroad Company to insure adequate access to their remaining property and business operation.

The southerly alternate--which would widen the existing route and enlarge the two right-angle turns--represents a second solution to the traffic problem in this portion of the 12th Street-13th Street corridor.

Looking East on Leslie St. from Intersection with 12th St.

The northbound segment of the couplet along 13th and Leslie Streets can be widened to three lanes. In addition, 12th Street can be widened to provide three lanes of travel in each direction.

The commercial and residential areas bordering Leslie Street and 12th Street are constraints to improving the 13th Street connection along its present alignment. During the past year there have been two new businesses (the Brookside Clinic and the Rooster Tail Restaurant) constructed on the properties located in the triangular area bounded by Leslie Street, 12th Street, and Shelton Ditch. The value of these two businesses is currently estimated to be in excess of $250,000.00. Without the acquisition of these businesses, a 25 mile per hour alignment is all that is possible to provide. Further, the southerly alignment would severely damage the parking lots of both of these businesses, and of the Kings Table Restaurant, located just south of Leslie Street between 12th Street and 13th Street.

A comparison of costs between the northerly and southerly alignments is as follows:

	North Alignment	South Alignment
Construction	$167,000	$179,000
Bridge	100,000	140,000
Right of Way (including damages)	191,000	291,000
Preliminary Engineering	27,500	36,600
Totals	$485,500	$646,600

No businesses or residences will be displaced by the recommended route along the northerly alignment, therefore, no relocation will be

necessary. The construction of this project will not affect any publicly-owned land in a park or other recreational area. There are no registered historical sites within the project area.

Noise impact on the surrounding area will be reduced with completion of the project. Elimination of the two right-angle turns will ease traffic flow northbound on 13th Street. As noted, this corridor is a major truck route through the city. Straightening this connector route will reduce noise associated with deceleration, acceleration, and shifting of gears of these vehicles. The project will further reduce traffic flow on Leslie Street between 12th Street and 13th Street and on 12th Street from Bellevue Street to Leslie Street.

Three locations were selected for a computer analysis of noise at peak traffic flow conditions.[1] (Site locations are indicated on both maps of the alternative connector routes.) At present, noise levels along Leslie and 12th Streets (sites 1 and 2) exceed the 70 dBA L_{10} FHWA Guideline.[2]

Construction of this project alignment will significantly lower noise levels on Leslie Street and will result in a slight noise reduction

[1] Computer-program from Highway Research Board, "Highway Noise--A Design Guide for Highway Engineers," (NCHRP Report No. 117, National Academy of Sciences, 1972).

[2] "Noise Standards and Procedures," Policy and Procedure Memorandum 90-2 (D.O.T., Feb. 8, 1973).

Design Noise Level - L_{10}:		Sound Level that is exceeded 10 percent of the time.
70 dBA	=	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals.
75 dBA	=	Developed lands categories not included above.

on 12th Street. Predicted results show that, after construction, the L_{10} sound level at site 1 (Leslie Street) will be lowered 18.3 dBA from 85.2 to 66.9 dBA. This represents a significant impact, since it will mean reducing the perceived loudness to 1/4 of its present level. The L_{10} sound level at site 2 on 12th Street will be lowered 3 dBA after construction from 86.2 to 83.3 dBA, which represents no impact.

The predicted L_{10} sound level at site 3 (Southern Pacific Railroad Depot) is 71.8 dBA. This is within the FHWA guideline. It is anticipated that noise levels after construction will increase. The L_{10} level will be 81 dBA for 1982, and 86 dBA for 1992. These levels are above the guidelines. It is felt that the impact due to an increase in vehicular traffic will be small when compared to the already high noise levels caused by the passage of 20 or more trains daily.

Construction of the southerly alignment would result in a rather insignificant decrease in noise (1-2 dBA) at site 1 because of decreased congestion resulting from elimination of the two sharp right-angle turns. Sites 2 and 3 would experience no change in noise from the no-build.

An office building across 12th Street from the Oak Street intersection (site 4, see map) will be subject to an approximately 3 dBA increase in noise for the southerly alternative. This is the only negative noise impact from the southerly alternative, and this impact would be barely perceptible.

Automotive-caused pollution will decrease in the project area immediately upon construction and through at least 1982, even assuming the Pringle Creek Parkway is completed by then. This reduction is due primarily to increased vehicle emission controls, although improved traffic flow should also contribute to a lowering of emissions. By about 1982, decreases in

vehicle emissions due to more prevalent pollution control devices will begin to be offset by increases in traffic volumes in the area, and by 1992, emissions of hydrocarbons (HC), oxides of nitrogen (NOX), and lead particulates (PB) will be above 1982 levels, but still well below present levels. Carbon monoxide (CO) levels will continue to drop slightly. These calculations also assume Mission Street will be widened and a third bridge will be built across the Willamette by 1992. The reductions in pollutants between 1972 and 1992 (71% for CO, 70% for HC, 38% for NOX, and 17% for PB) will be achieved even though vehicle-miles traveled per day in the immediate area are projected to increase by more than 68% during that time period.

The ambient air quality standard most likely to be of concern in the study area is that of the maximum 8-hour average for CO. Use of the parcel-technique-based regional air quality model "NEXUS" (Numerical EXamination of Urban Smog) developed by Systems, Science, and Software of La Jolla, California predicted a maximum 8-hour concentration of less than 2 milligrams per cubic meter (mg/m^3) above background levels. A short-term ambient air CO concentration study in downtown Salem* showed average hourly background concentrations never exceeded 1 part per million (1 PPM = 1.14 mg/m^3). Since weather conditions in May allow CO to be dispersed more readily than during winter months, we can expect CO background levels to be higher in winter.

Analysis of the continuous air monitoring station on Burnside in Portland showed winter maximums to be approximately 50% higher than in May.

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*Conducted by Mid-Willamette Valley Air Pollution Authority in May 1972.

Thus, a maximum background concentration for CO for the 8-hour average could be expected to be less than 2 mg/m^3, resulting in an absolute predicted 8-hour average concentration of 4 mg/m^3 of CO in the project area. This is well below the 8-hour standard of 10 mg/m^3 set by EPA and adopted by the Oregon DEQ. Since total emissions are predicted to be a maximum under present conditions, future concentrations can be expected to decrease also.

Shelton Ditch is bordered by zones of black cottonwood, which is underlain by dense Himalaya berry and snowberry. These zones lie within an urbanized area and are of limited width. However, they provide food, cover, and habitat for wildlife, particularly rodents and insectivores.

The construction of a bridge across Shelton Ditch will destroy some of this habitat; the majority of wildlife species will be able to relocate--to some degree--within similar adjacent habitat. The value of the disturbed area to wildlife should return after two to five years, and re-establishment of the existing habitat should occur within twenty years with the exception of the area in the roadway. Alteration of land use where habitat is disturbed seems unlikely, since this habitat occupied the banks of Shelton Ditch, land which is too steep and narrow for further urban encroachment.

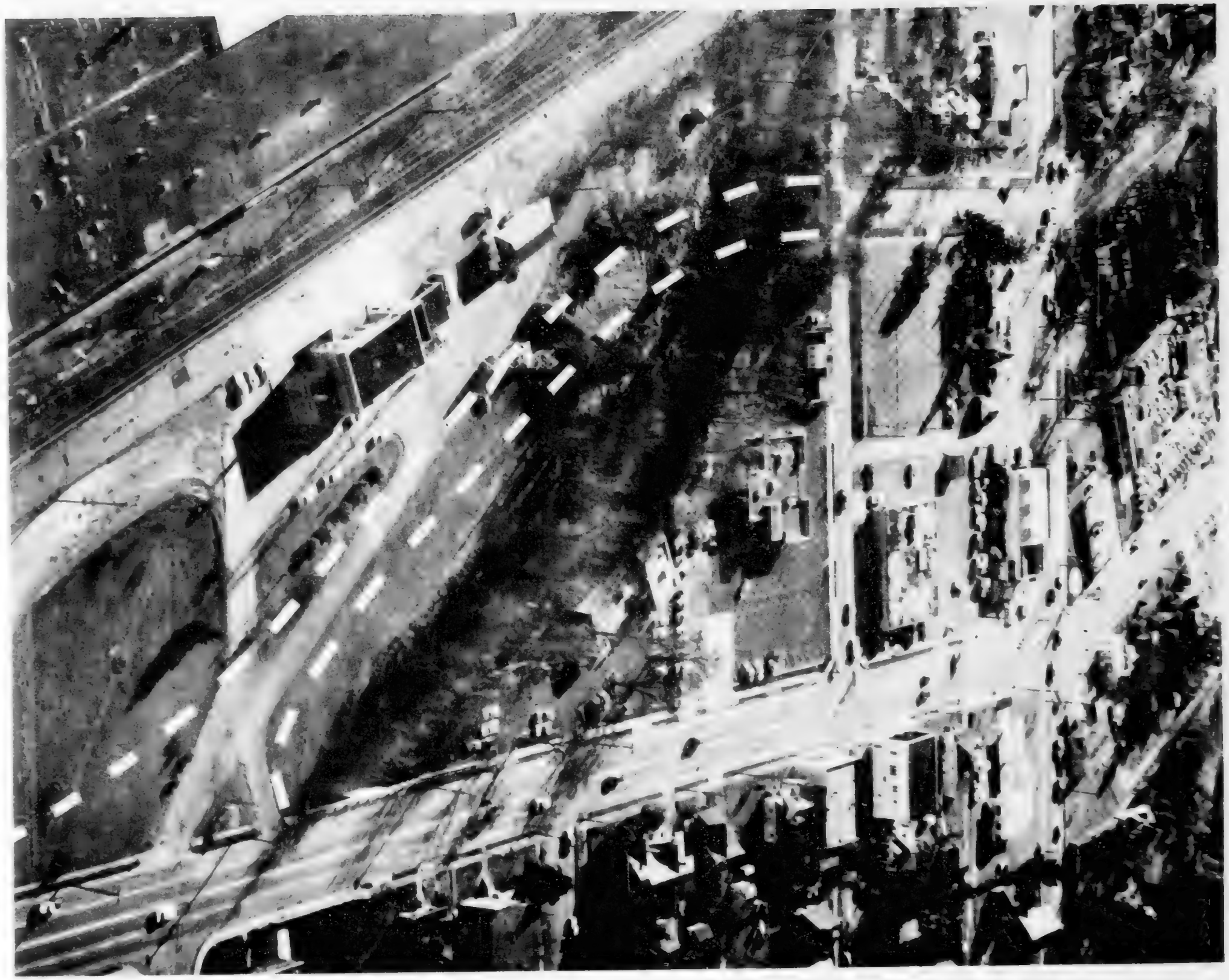
The greatest environmental hazards of the project are associated with Shelton Ditch itself. This ditch carries water between Mill Creek and Pringle Creek, and forms a part of the Santiam River-Willamette River juncture. The flow in Mill Creek is augmented by a diversion of the

Santiam River, which stabilizes summer flows and improves the water quality in Mill Creek, Shelton Ditch, and lower Pringle Creek.

Fall chinook along with some spring chinook and coho salmon spawn in Mill Creek within the Salem city limits, while legal-sized rainbow trout have been stocked to bolster resident sport fishing (for persons under 18 years of age). For regulatory purposes, Shelton Ditch is considered part of the Mill Creek system. All angling is prohibited between September 1 and October 31. Angling activity is reportedly moderate to fairly heavy in the Mill Creek system. The stream in the project area does not appear to provide much fishing. Only bank fishing is practiced, due to the steep banks, deep and narrow channel, and the brisk current. The best point of access to the ditch is at the piers of an abandoned bridge at 13th Street. Elsewhere, the brambles along the banks show few signs of traffic.

The number and type of man-days of recreation use of the Mill Creek system are unknown. However, it can be assumed that this land provides considerable recreation for neighborhood children and may benefit many in the visual aspect it gives this urban setting.

Recently, a more passive recreation has developed from the restoration of the fall salmon migration in Mill Creek and other local waterways. This spawning migration attracts persons of all ages. Since the water in Shelton Ditch is diverted from Mill Creek, the salmon find their way into the ditch from the Willamette River in search of upstream spawning. The fish are protected from angling pressure during the fall migration period, for Shelton Ditch and other parts of Mill Creek are closed to angling during September and October. Construction work on the proposed bridge will be scheduled so as to not inhibit the migration and spawning process.



Since free flow exists between Mill Creek, the Santiam River, the Willamette River, and Shelton Ditch and, since special water quality standards have been formed for the Willamette River and the Santiam River,[3] the control of the amounts of soil and silt entering Shelton Ditch during and after construction will be closely monitored.

Common Wildlife of the Mission St. - Bellevue St. Area

Birds	Mammals	Fish
Scrub Jay	Fox squirrel	Rainbow trout
Mexican Jay	Deer mouse	Cutthroat trout
House sparrow	Oregon meadow vole	Skulpin
Oregon junco	Dusky-footed wood rat	Stickleback
Slate-colored junco	Little brown myotis	Brook lamprey
Rufous-sided towhee	Opossum	Brown bullhead
Belted kingfisher	Dusky shrew	Mountain whitefish
Evening grosbeak	Norway rat	Spring chinook
Brewer's blackbird	House mouse	Fall chinook
Hermit thrush	Mazama pocket gopher	Coho salmon
Marsh wren	Townsend mole	

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Given project implementation, there will be certain recognized adverse environmental effects which cannot be avoided.

During the construction operation, there will be a modicum of inconvenience to motorists and property owners. However, detours will be provided for vehicular and pedestrian traffic as required, and access will be maintained for each parcel of land. Also associated with construction operations are added noise and dust. The contractor will be required to conduct his operations in such a manner as to reduce these impacts as much as is reasonably possible.

[3]The Fish Commission of Oregon applies the special water quality standards for waters from the Santiam River to Mill Creek.

ALTERNATIVE TO SELECTED PROJECT

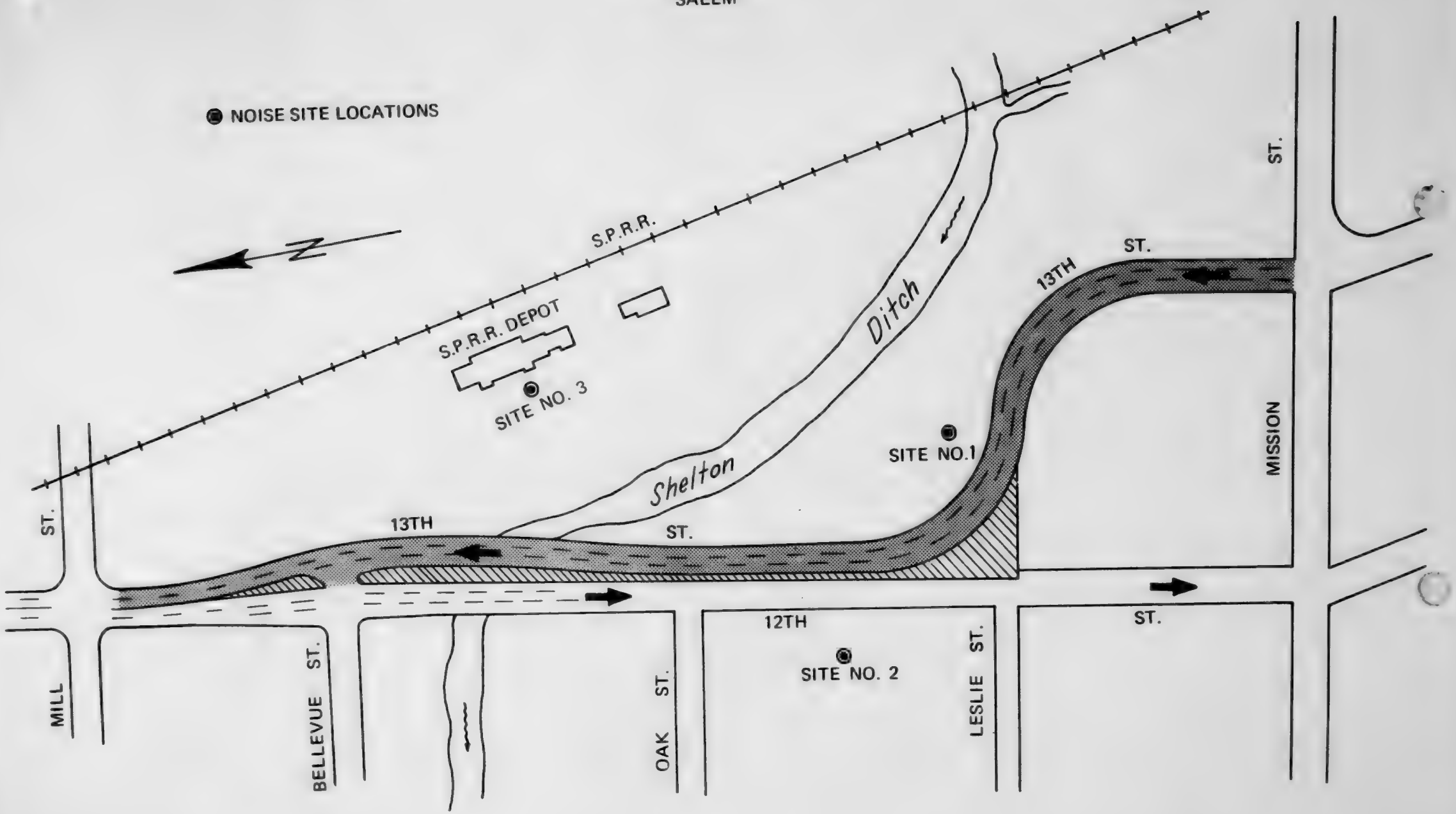
SOUTHERN ALIGNMENT

MISSION ST. S.E. - BELLEVUE ST. S.E. SECTION

(13TH ST. S.E.)

MARION COUNTY

SALEM



During the period of time the project is under construction, there will be some minor effects on the environment. Specifically, small amounts of silt and other constructional material will be discharged into the creek as a product of bridge construction. The extent of impact will be closely monitored. Also, some undeveloped open land, covered with brush and weedy growth, will be lost near Shelton Ditch because of bridge construction. This land is typical habitat for some of the small mammals, insects, and urban bird life identified above.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The alternatives that were studied which were described in the Draft Environmental Impact Statement, are as follows:

1) Couplet connection north of Shelton Ditch with a northerly terminal at 12th Street and Bellevue Street.
2) Couplet connection south of Shelton Ditch through the widening of the existing route and enlarging the radii of the two right-angle turns.
3) The "no-build" alternate.

The "do-nothing" alternate has been considered and found unacceptable as a permanent solution, due to the magnitude of both present and future traffic conditions. If allowed to remain as is, the existing system would handle future traffic volumes at increasingly lower levels of service. As the density of development in the central business district, Capitol Mall, and Willamette University areas increases, there would be a corresponding increase in traffic congestion.

The proposed southerly route would be an improvement over the "no-build" alternate in regard to the improved turning radii of the ninety-degree turns. However, the southerly alignment falls far short of the northerly alternate in providing mobility. In addition, the southerly alternate would impose a significant impact on the adjacent commercial establishments because of the loss of property and improvements, and because of proximity of traffic.

Without the increase in ease and mobility of traffic flow provided by this proposed project, the Pringle Creek Parkway will not operate according to the designated standard, thus defeating the purposes of current urban renewal programs that can keep business concerns in downtown Salem competitive as suburban shopping centers proliferate.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

As explained, during construction there will be a certain amount of inconvenience to local residents, commuters, and business traffic dependent upon the existing facility. These effects will consist of temporary changes in traffic patterns, in addition to minor increases of air and water pollution caused by construction operations. The contractor will be required to conduct his operations in such a manner so as to reduce these impacts as much as possible.

Benefits of the project over the long run include an increased level of service for the 12th Street-13th Street couplet; decreases in potential traffic conflicts, delays, and accidents; a greater degree of flexibility in meeting citywide goals for more functional traffic circulation patterns to and from the central Salem area; and a general reduction in noise levels in the project area through the provision of a more uniform traffic flow.

This project will augment the City of Salem's overall street improvement program, which includes (1) the widening of the 12th Street-13th Street corridor to three lanes each direction north of Mission Street, and (2) the construction of a four-lane boulevard (Pringle Creek Parkway) along the south edge of the Salem central business district.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Project implementation will result in a permanent commitment of funds, which can be viewed as an irretrievable resource allocation. Land acquisitions for right-of-way will be unavailable for other uses.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

To minimize potentially detrimental effects of the 13th Street extension, necessary right-of-way will be purchased at fair market value. Specific design characteristics will include drainage facilities and curbing. Appropriate landscaping and illumination will be provided.

Procedures used in construction of the Shelton Ditch bridge will be governed by standard specifications in force for all construction projects, which prohibit the release or loss of chemical or petroleum products into the water, and require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws thereof, and all regulations of the State Sanitary Authority or other agencies of the Federal or State governments, as well as ordinances or resolutions enacted or adopted by local authorities. These regulations further require that the contractor will exercise every reasonable and prudent precaution throughout the life of the contract to prevent, control, and abate siltation, sedimentation, and pollution of all waters of the state (Subsection 107.08).

Air pollution during construction is controlled by subsection 107.08(1-b) of the Oregon State Highway Commission's Standard Specifications for Highway Construction in force on all contracts.

> (b) Air pollution control measures--The contractor shall exercise every reasonable precaution throughout the life of the contract to safeguard the air resources of the State by controlling or abating air pollution, as defined in ORS 449.760, in accord with the policy and purpose set forth in ORS 4449.765 and 779.770. With particular reference to this subject, the contractor's attention is directed to subsection 107.02, 107.19, 107.20, 201.34, 203.42, 203.43 and 233.01 of these standard specifications.

Specifically, these standards refer to the acquisition of the appropriate permits and licenses, and regard for required taxing (107.02); protection and restoration of the landscape (107.20); disposal by the contractor of materials resulting from his clearing, grubbing, and clean-up activities (201.34); and watering of earthwork materials to assure compaction and to alleviate dust (203.42, 203.43, 233.01). In addition, the contractor will have to conform to the Department of Environmental Quality Specifications OAR Chapter 340, Division 2, subdivisions 1 and 3.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

A corridor-design public hearing was held regarding this project on May 22, 1973. This hearing was conducted by the City of Salem, with representatives of the Oregon State Highway Division and Federal Highway Administration in attendance.

Representatives of the Southern Pacific Railroad Company testified at the hearing in support of the recommended northerly alignment. There are a few problems to be resolved regarding access to the railroad station and R.E.A. Depot. The exact size, location, and number of driveways will be determined in the final design process. The Southern Pacific Railroad Company representatives also stated that the City should purchase all of the company's remaining property between the proposed 13th Street extension and Shelton

Ditch. In addition, they suggested that a small triangle of land lying east of the proposed 13th Street, which is currently in other private ownership, be deeded to Southern Pacific on a value-for-value basis. These matters will be resolved during the right-of-way acquisition process.

A resident of the nearby area (who will be displaced by the Pringle Creek Parkway Project) voiced several thoughts regarding the Draft Environmental Impact Statement. First, she was concerned about the increase in traffic (including log truck traffic), noise and air pollution in a "people place"; second, she was concerned that there was no mention of public transportation improvements, or alternatives, such as park-and-ride lots in South Salem; and third, she was concerned about the provision of adequate parking for additional people moving to this area.

It can be said, in response, that even though the overall traffic in this vicinity is going to increase, there should be no substantial increases in noise or air pollution levels because of the far smoother flow of traffic afforded by the new alignment for 13th Street. The log truck traffic that will be using this facility currently uses Mission, Church, Ferry, and Front Streets to travel through town. Rerouting of this truck traffic onto 13th Street, the Pringle Creek Parkway, and the new Front Street Bypass will reduce the noise and air pollution at Bush Park and the State School for the Blind.

Express and local busses could use the proposed 13th Street facility, and the other proposed improvements in this area, to transport people from various locations in south Salem to and from the central business district, Willamette University, and the State Capitol vicinity. The smoother traffic flow should enhance public transportation along this route.

Existing and proposed parking facilities for the central Salem area have been detailed in the Central Salem Development Program Report.

APPENDIX
A

COMMENTS RECEIVED
UPON CIRCULATION OF
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

The Oregon Fish Commission submitted a letter recommending the following fishery safeguards:

> Shelton Ditch is utilized by several species of anadromous fish, thus fish passage and water quality standards must be maintained throughout the life of the project. Work in the free-flowing streams such as cofferdamming, bank protection, etc. should be confined to the months of June, July and August. Construction behind the cofferdams though can continue all year provided water seepage, curing water, etc. are not allowed back in the stream. The stream should be left in its natural sinuous course. Altering it by channel changes or narrowing it with riprap or placing abutments too close together creates high velocities, scouring and general deterioration of the stream system

Water quality will be maintained throughout the life of the project. Work such as cofferdamming, bank protection, etc., will be confined to the months of June, July, and August to avoid fish conflicts. Shelton Ditch will be left in its natural sinuous course. The piers will be placed so that a minimum of a 50-foot clear span will be maintained over Shelton Ditch.

The Draft Environmental Impact Statement for this project was released April 10, 1973; comments on the statement were officially accepted through June 11, 1973. Agencies and organizations consulted and responses received are noted below.

MISSION STREET-BELLEVUE STREET SECTION

RESPONSES TO DRAFT ENVIRONMENTAL STATEMENT

Agency or Organization	Date Reply Received	Response Yes	Response No	Notes
Oregon Clearinghouse, Oregon State Water Resources Board	May , 1973	X		Check Shelton Ditch discharge at bridge.
Mid-Willamette Valley C.O.G.			X	
Oregon Environmental Council			X	
U.S. Dept. of Agriculture	April 18, 1973	X		Concur
U.S. Dept. of H. and U.D.			X	
U.S. Dept. of Interior	May 29, 1973	X		Expand discussion of land use, fish, wildlife.
Federal Aviation Administration			X	
Bureau of Sport Fisheries & Wildlife			X	
U.S. Army Corps of Engineers	June 4, 1973	X		Expand discussion of Shelton Ditch hydrology data.
U.S. National Park Service			X	
U.S. Environmental Protection Agency	May 4, 1973	X		Expand discussion of Shelton Ditch water quality.
Bureau of Outdoor Recreation			X	
National Oceanic Atmospheric Administration			X	

Commenting agencies are listed in the above table. The agencies' comments and the Oregon State Highway Division's responses are outlined below.

Oregon Clearinghouse, Oregon State Water Resources Board

Comment:

The Mill Creek-Shelton Ditch watershed will likely produce higher runoff peaks due to ditching, drainage and construction of roads, buildings, etc., that reduces infiltration into the soil. For this reason, the proposed bridge's water passage capacity should reflect this changing condition.

Response:

The pier placement for this bridge will be such that channel encroachment is held to a minimum. Preliminary design of this bridge indicates that there will indeed be a fifty-foot clear span over Shelton Ditch as compared to the 12th Street span downstream, which has a forty-foot clear span. The profile of the bridge will be so designed that maximum practical vertical clearance is provided.

The U.S. Army Corps of Engineers' hydrology studies indicate that Shelton Ditch at the project site will not overflow its banks, and flood flows will have a recurrence interval of one in 100 years.

U.S. Department of Agriculture

Comment:

We feel the statement, as prepared, adequately covers the proposal, and we have no further comments to offer.

Response:

No response is required.

U.S. Department of the Interior

Comment:

The present use and ownership of lands along Shelton Ditch, shown as "public" on the map of existing land use (following page 7), should be more specifically discussed. Any utility of these lands for community open space and recreation use should be mentioned under Existing Environmental Setting (pp. 5-10). An obvious impact of the proposed project is that these lands will be almost totally occupied by the new street facility.

Response:

See page 7.

Comment:

The second paragraph on page 8 implies that the lands are owned by Willamette University and used for parking. However, photographs in the draft statement show the lands to be covered with trees, grass, and brush. They appear unsuitable for use as parking facilities.

Response:

See page 8.

Comment:

The discussion of Land Use on page 7 should recognize the value that the vacant lands adjacent to Shelton Ditch have for open spaces and recreational use. The first paragraph discusses these vacant lands as a negative situation which could be rectified by improving access with the proposed project and assuring development of the lands. The beneficial aspects of maintaining open space in an urban community have been ignored.

Response:

This section of the text has been rewritten in recognition of the value of open space.

Comment:

While the fish and wildlife resources have been identified to a degree, a more thorough investigation should be made before the final statement is prepared. No data was presented showing existing recreational use associated with Shelton Ditch; i.e., man-days fishing, bird watching, and general open space recreation, or how the project will adversely affect this use.

Response:

An expansion of the discussion of wildlife utilization has been included in the text of "Probable Impact of the Project on Environment."

Comment:

The statement contains language which is not biologically sound. Wildlife species do not "relocate within similar adjacent habitat". When wildlife habitat is destroyed, so is the wildlife that was dependent upon it.

Response:

To debate the relevance of the above comment would be relatively non-productive, since it is true that loss of habitat generally translates into loss of living organisms.

What might be more relevant would be to identify the scale of the impacted area which in this case is comparatively minor and to identify from known sources or experience the classes of living things affected.

It would also be appropriate to speak of the carrying capacity of the adjacent similar habitat for its capability of accepting the displaced forms without seriously upsetting the ecological balance of the local biotic community. (See pages 25 & 26.)

Carrying capacity of adjacent land has been considered, and the net effect of displacement will be substantially below a crisis condition. In fact, many of the species using this habitat are either migratory,

incidental and/or cyclic in nature, and their relative population ratios are continually in a state of flux. Thus, a determination of either positive or negative impact is virtually impossible.

U.S. Corps of Engineers

Comment:

Corps hydrology studies indicate that Shelton Ditch at the project site will not overflow its banks with flood flows having a recurrence interval of one in 100 years.

Response:

No response is required.

Comment:

On page 9 it is indicated that the Corps of Engineers requires a fifty-foot width minimum clear channel for Shelton Ditch. We do not have the authority to require any clearances for the ditch--we can only suggest or recommend. We note that the existing 12th Street bridge has about a fifty-foot horizontal clearance. We feel that the new bridge should encroach into the existing channel as little as practicable to minimize possible increases of upstream water surface elevations during high flows.

Response:

Page 9 has been revised in acknowledgment of the Corps of Engineers' recommended minimum clearance. Design of this bridge will be such that any channel encroachment is held to a minimum.

Comment:

It would be helpful to include some hydrology data pertaining to Shelton Ditch that would permit an independent evaluation of the bridge by others.

Response:

Hydrologic data pertaining to Shelton Ditch is included in Appendix B.

U.S. Environmental Protection Agency, Region X

Comment:

It is stated on page 15 that "the control of the amounts of soil and silt entering Shelton Ditch during and after construction will be closely monitored for its effectiveness". While monitoring will indicate "effectiveness", we feel that this discussion should be carried a step further to include the mitigation measures to be enacted in the event that excessive siltation occurs. What, in fact, can be done to lessen the impacts from siltation if siltation proves to be an environmental problem?

Response:

The second paragraph of page 19 outlines construction procedures with which the contractor must comply in construction of this bridge. In the event that excessive siltation occurs, the contractor's operations will be shut down until the siltation is remedied and it is demonstrated that excessive siltation will not recur.

Comment:

At what stage of the project planning is the Oregon Highway Department committed to project design?

Response:

The Highway Division will be committed upon receipt of location-design approval from the Federal Highway Administration.

Comment:

Is project alteration a feasible method of mitigating siltation impacts?

Response:

The bridge piers will be located so that channel encroachment is held to a minimum. Project alteration to mitigate siltation impacts would require a single-span bridge from abutment to abutment, with no

intermediate piers. This design would require a span approximately 100 feet in length for the bridge girders. The girder depth would be increased from approximately three feet to approximately five feet.

The siltation impact will be considered in selecting the final design for this bridge.

Comment:

What other mitigation measures are there to reduce impacts?

Response:

This is a small-scale project. No major impacts are foreseen. The only unavoidable adverse environmental impacts will be associated with construction operations. These impacts are short-term in nature and will be closely controlled.

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street
Portland, Oregon 97205

April 17, 1973

L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft environmental impact statement for the Mission Street S. E. - Bellevue Street S. E. Section FAUS 3074 & 5051 has been reviewed in our Salem field office and in the state office.

We feel the statement, as prepared, adequately covers the proposal, and we have no further comments to offer.

We appreciate the opportunity to review and comment on the proposed project.

Sincerely,

A. J. Webber

A. J. Webber
State Conservationist

4-19-73
cc V. V. Cusack, FHWA
E. S. Hunter
R. L. Schroeder
F. L. Hall
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
C. O. Fredrickson
F. T. Lacey

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

May 2, 1973

5-7-73

REPLY TO ATTN OF: 10MEI - M/S 325

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
R. E. Royer
Don Byard
H. S. Cox
W. J. Hart
R. N. Chase
B. L. Gifford
C. O. Fredrickson
F. T. Lacey

Dear Mr. Young:

We have reviewed the draft environmental impact statement for the proposed Mission Street Southeast-Bellevue Street Southeast project.

The draft statement clearly describes the nature of the project. This description indicates that the environmental impacts associated with the proposal have been sufficiently analyzed and discussed. There is, however, one area where additional discussion in the final statement might examine further the effects the project will have on the surrounding environment. This area deals with the water quality of the Shelton Ditch.

It is stated on page 15 that "the control of the amounts of soil and silt entering Shelton Ditch during and after construction will be closely monitored for its effectiveness." While monitoring will indicate "effectiveness," we feel that this discussion should be carried a step further to include the mitigation measures to be enacted in the event that excessive siltation occurs. What, in fact, can be done to lessen the impacts from siltation if siltation proves to be an environmental problem? At what stage of the project planning is the Oregon Highway Department committed to project design? Is project alteration a feasible method of mitigating siltation impacts? What other mitigation measures are there to reduce impacts? By including this type of information in the final, the statement will not only indicate those impacts which may be adverse, but will also give evidence of methods to minimize those impacts.

Thank you for the opportunity to review this draft statement. We would appreciate receiving a copy of the final statement upon its availability.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-EQ

30 May 1973

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement to improve the 12th-13th Street couplet connection between Mission and Bellevue Streets, Salem, Oregon, and offer the following comments:

Corps hydrology studies indicate that Shelton Ditch at the project site will not overflow its banks with flood flows having a recurrence interval of one in 100 years.

On page 9 it is indicated that the Corps of Engineers requires a fifty-foot width minimum clear channel for Shelton Ditch. We do not have the authority to require any clearances for the ditch--we can only suggest or recommend. We note that the existing 12th Street Bridge has about a fifty-foot horizontal clearance. We feel that the new bridge should encroach into the existing channel as little as practicable to minimize possible increases of upstream water surface elevations during high flows.

It would be helpful to include some hydrology data pertaining to Shelton Ditch that would permit an independent evaluation of the bridge by others.

We appreciate the opportunity to review and comment on your proposal.

Sincerely yours,

NEIL E. SALING, JR.
Lieutenant Colonel, CE
Deputy District Engineer

6-5-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
R. E. Royer
Don Byard
H. S. Cox
W. J. Hart
R. N. Chase
B. L. Gifford
C. O. Fredrickson
F. T. Lacey

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

May 25, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Baldwin:

In response to your agency's recent request, we have reviewed the draft environmental statement for improvements to the 12th-13th Street couplet between Mission and Bellevue Streets in Salem, Marion County, Oregon.

The statement could be improved by considering the following comments in preparation of the final environmental statement:

1. The present use and ownership of lands along Shelton Ditch, shown as "public" on the map of existing land use (following page 7), should be more specifically discussed. Any utility of these lands for community open space and recreation use should be mentioned under Existing Environmental Setting (pp 5-10). An obvious impact of the proposed project is that these lands will be almost totally occupied by the new street facility. The second paragraph on page 8 implies that the lands are owned by Willamette University and used for parking. However, photographs in the draft statement show the lands to be covered with trees, grass, and brush. They appear unsuitable for use as parking facilities.

2. The discussion of Land Use on page 7 should recognize the value that the vacant lands adjacent to Shelton Ditch have for open spaces and recreational use. The first paragraph discusses these vacant lands as a negative situation which could be rectified by improving access with the proposed project and assuring development of the lands. The beneficial aspects of maintaining open space in an urban community have been ignored.

3. While the fish and wildlife resources have been identified to a degree, a more thorough investigation should be made before the final statement is prepared. No data was presented showing existing recreational use associated with Shelton Ditch; i.e., man-days fishing, bird watching, and general open space recreation, or how the project will adversely affect this use.

4. The statement contains language which is not biologically sound. Wildlife species do not "relocate within similar adjacent habitat". When wildlife habitat is destroyed, so is the wildlife that was dependent upon it.

Sincerely,

Roy N. Sampsel

Roy N. Sampsel
Special Assistant to
the Secretary

OREGON P. OJECT NOTIFICATION A D REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Mission Street, S.E., Bellevue Street, S.E.
FAUS 3074, 5051

DATE: May 7, 1973

The state has reviewed your project and reached the following conclusions:

-73
G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
R. E. Royer
Don Byard
H. S. Cox
W. J. Hart
R. H. Chase
B. L. Gifford
C. O. Fredrickson
F. T. Lacey

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7304 4 030

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7304 4 030 Return Date: APR 27 1973

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

The Mill Creek - Shelton Ditch watershed will likely produce higher runoff peaks due to ditching, drainage and construction of roads, buildings, etc that reduces infiltration into the soil. For this reason, the proposed bridges water passage capacity shoud reflect this changing condition.

Agency State Water Resources Bd. By Quentin Bowman

APPENDIX B

The following information on hydrologic data for Shelton Ditch was excerpted from the Storm Drain Master Plan: Trunk and Interceptor System for the Salem Metropolitan Area, by the Engineering Division, Department of Public Works of the City of Salem (June, 1968).

ACCELERATED GROWTH EFFECT

The rapid growth of the Salem Metropolitan Area requires expansion of services to meet the growing demands. As the services are extended into an area, its growth is accelerated. One of the needed services is adequate drainage.

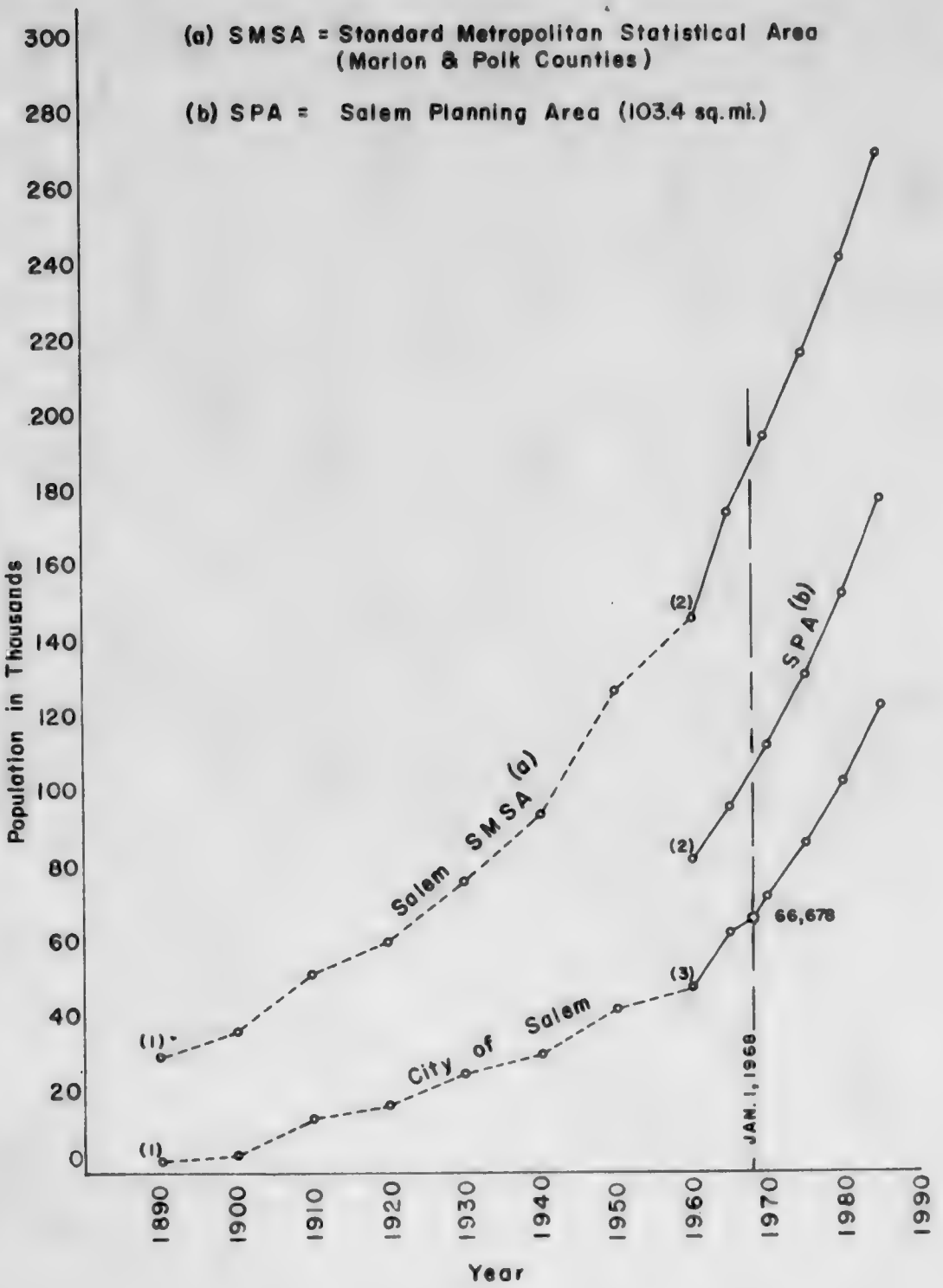
Increases in street improvements, housing, shopping centers and new school construction result in a higher ratio of impervious surface to the total area. This increases the runoff and shortens its time of concentration.

POPULATION TRENDS

Data on population and employment was gathered from reports prepared by the Mid-Willamette Valley Planning Council. In these reports population and employment were studied in the Salem Standard Metropolitan Statistical Area (Marion and Polk Counties). Also population data is available for the Salem Planning Area which includes the City of Salem and its urban fringe. The planning area is larger than the drainage area and its growth will be used as an indication of the growth of the drainage area which is a part of it.

The 1962 population of the Salem SMSA was calculated by interpolation between the actual 1960 population and the projected 1965 population. The 1982 population was estimated by using ratios which related industrial employment to the basic population and by using indexes which related the ratio of the Salem SMSA to the median of the other areas surveyed. The projected population of the Salem SMSA was distributed in the planning units. The projected population for the Salem Planning Area was determined from this distribution.

POPULATION GROWTH & PROJECTIONS
1890 – 1985

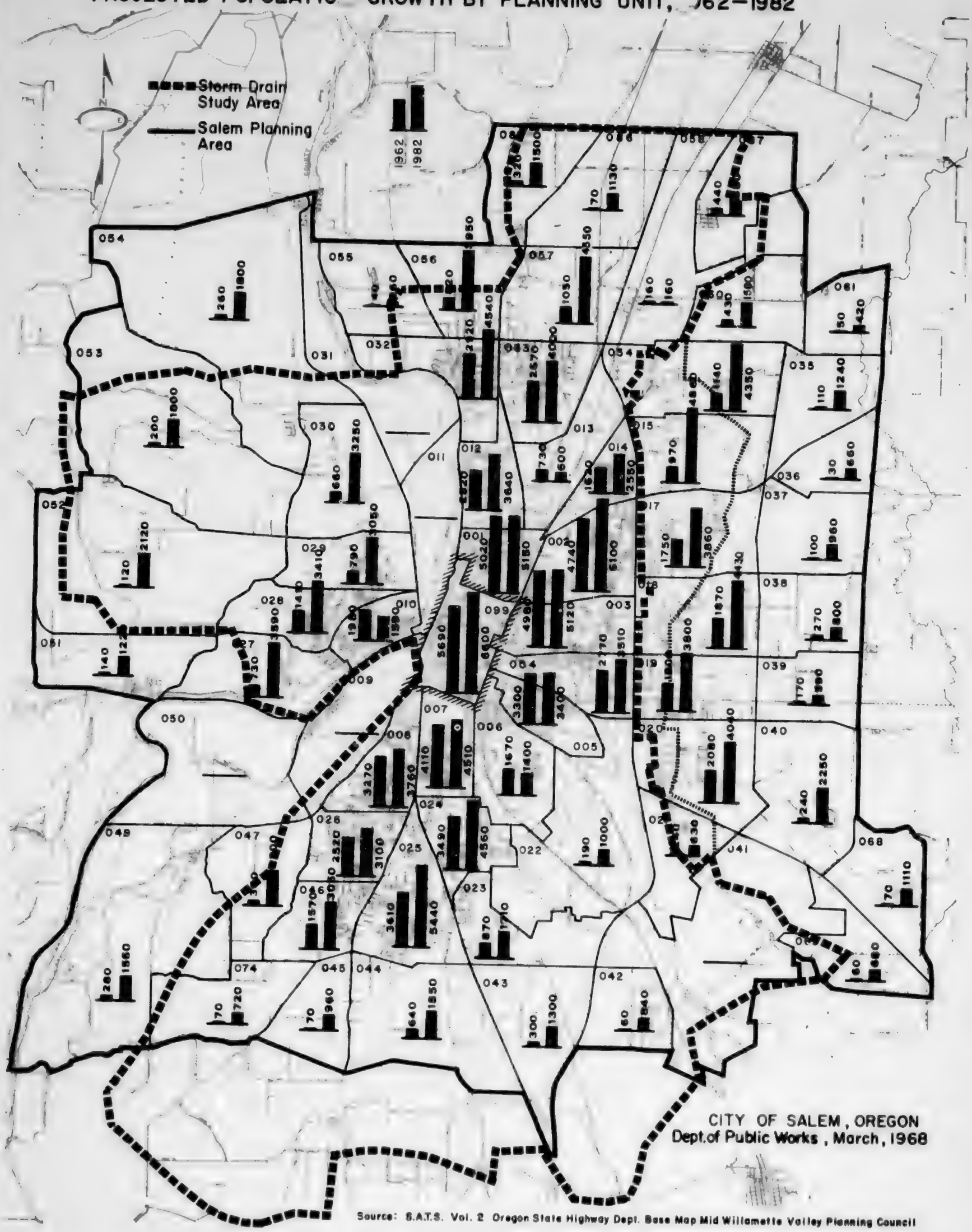


CITY OF SALEM, OREGON
Dept. of Public Works, Feb., 1968

(1) "Salem Area Transportation Study" Volume 1, Page 2, Table 1
(2) "Salem Area Transportation Study" Volume 2, Page 15, Table 8
(3) "M.W.V.C.O.G. Population Projections", February, 1968

FIGURE 10

PROJECTED POPULATIC GROWTH BY PLANNING UNIT, 062–1982



Source: S.A.T.S. Vol. 2 Oregon State Highway Dept. Base Map Mid Willamette Valley Planning Council

The 1962 population of the Salem Planning Area was 58% of the population in the Salem SMSA. This percentage is expected to rise to 64% in 1982. This growth shows a trend toward urbanization. Salem's population grew 214% between 1940 and 1960.

The following graphs show the growth of the City of Salem, Salem Planning Area and the Salem SMSA, Figures 10 and 11.

ECONOMIC ENVIRONMENT

The economy of the Salem SMSA was initially founded on agriculture. In 1950 agriculture employed about 25% of those employed in the area. This percentage declined to 15% in 1962.

Non-agricultural employment has been increasing and is expected to increase. Government employment increased from 17% to 25% of the total employment in the area in the same period.

The Salem area produces a variety of products such as lumber, plywood, paper and its products, machinery, electrical products, processed and canned fruits and vegetables. Salem is now the second largest center for fruit and vegetable canning in the nation. Employment in services such as business, repair, medical, health, private education and others is expected to increase to 135% of the 1962 figures. Wholesale and retail trade are expected to increase 70% and 68% respectively between 1962 and 1982.

LAND USE

Zoning regulations have been applied to land within the Salem Planning Area, and elsewhere within much of the two-county area. Such regulations have been adopted by the City of Salem City Council, and by the Boards of Commissioners of Marion and Polk Counties.

The land which was zoned industrial or commercial was assumed to be used for these purposes and a higher runoff coefficient was used.

VIII

SALEM AREA STREAMS

The Willamette River flows northerly through the City of Salem, dividing the City into east and west parts. This river is the receiving stream into which all storm waters collected in, or passing through the City, are discharged. At the present time, the collected drainage from 159.7 square miles is carried to the Willamette through the City on the east side of the river, and drainage from 16.3 square miles on the west side--a total of 176 square miles.

On the east side, the collected drainage is discharged to the Willamette in several separate systems. The principal stream is Mill Creek which drains an area of 110.4 square miles above the Shelton Ditch diversion dam. 1/ The drainage area extends to the south and east approximately 8 miles beyond Stayton into the foothills of the Cascades.

The smaller basins are Clark Creek, Pringle Creek, and Croisan Creek in the south; and Claggett Creek with the East Salem and Lake Labish tributaries in the north. The six basins total 38.33 square miles of drainage area.

The central part of the City extends from Shelton Ditch northerly to the vicinity of Silverton Road and includes 10.97 square miles. This area is the long established part of the City and drains to the river in several separate storm drain systems. Generally, the central part of the City is well served and requires only the extension of some small

1/ USDA SCS "Mill Creek Watershed Investigation Report - October, 1967"

laterals, and the separation of some remaining catch basins connected directly to the sanitary sewer. Sanitary sewer relief lines discharging under flood conditions to the storm drain system will require connections to the sanitary system.

On the west side of the City, Glenn Creek and its tributaries drain 13.8 square miles of the Eola Hills country to the Willamette at the bend in the river opposite Keizer at the point know as Rice Rocks. Another 2.5 square miles of the older part of the former City of West Salem discharge to the river in eight existing storm drains.

MILL CREEK

The principal watershed in the Salem area is Mill Creek, a natural creek which originates east of Stayton, flows westerly to Turner, turns northwesterly into Salem, and runs diagonally through the City in a winding and irregular course into the Willamette River between "D" and Belmont Streets.

Mill Creek is fed by a number of tributaries important to the control of flood waters in the Salem Metropolitan Area. Foremost among these is Beaver Creek draining approximately 31 square miles [1/] southeast of Salem and joining Mill Creek about a mile east of Turner, McKinney Creek drains the hilly country south of Salem, and it includes among its tributaries the Battle Creek basin which is a part of this study. Roger Creek, south of Battle Creek also drains easterly to McKinney and the combined flow enters Mill Creek at Turner. These three principal tributaries are largely responsible for the inundation of portions of Turner at frequent intervals.

[1/] USDA SCS "Mill Creek Watershed Investigation Report - October, 1967"

The Mill Creek watershed has been the subject of a recent study by the USDA Soil Conservation Service, made in connection with the Willamette River Basin Survey. The investigation report [1/] reviews the watershed problems and needs, including flood control measures affecting the City of Salem. It suggests a program of improvements including enlargement and realignment, diversion around Turner, and construction of reservoirs at four sites.

Reduction of flooding is one of the primary objectives of the proposed improvements and significant reduction in damages would be effected in a major storm of the severity of December 1964. With the proposed flood prevention measures, it is expected that only about one year in three would there be any flooding on agricultural lands and that only about one year in fifty (2% chance) would there be any in urban areas.

Beaver Creek tributary is part of the Santiam Soil and Water Conservation District. The Creek has recently been improved for flood control purposes for a length of 6.4 miles [1/] and now accelerates the discharge to Mill Creek. Plans are underway for the construction of additional ditch improvements and the annexation of approximately 3,500 acres to the district, both of which will tend to increase the rate of discharge to Mill Creek. Offsetting this acceleration, to some extent, are some small irrigation impoundments under construction or being planned by individual farm owners with the assistance of the U.S. Department of Agriculture Soil Conservation Service.

[1/] USDA SCS "Mill Creek Watershed Investigation Report - October, 1967"

Battle Creek and its tributaries Jory and Powell Creeks in the southerly part of this drainage study area, comprise 11.9 square miles of hilly country which drains to the southeast to a point 3/4 mile south of Turner and returns to the City via McKinney and Mill Creeks. This area is at present a rural-urban area, in transition, and parts of it have recently been annexed to the City of Salem.

With the flow in Mill Creek now being accelerated by channel improvements in tributary streams, the flow reaching the diversion dam east of Airport Road will continue at an increasingly high rate until such time as storage reservoirs and channel stream flow control facilities are provided. Discharges will probably be accelerated due to urbanization, the development of trunk line storm drains, and to the channel improvements currently programmed.

Thus, the diversion to Shelton Ditch from Mill Creek is under the same condition as existed in the December 1964 situation. A flood crest moving down Shelton Ditch was constricted at Winter Street Bridge. The flows of Shelton Ditch and Pringle Creek at the Church Street Bridge appear to have been retarded by the underside beams and columns of the bridge with the result that the confluence of the two streams created a pond, rising to Elevation 36 feet on the City Datum. This is approximately 1.5 feet above the Winter Street Bridge pavement 6.3 feet above the floor of Pringle Park Clubhouse. The Willamette River crested at 4:00 PM on December 23rd and remained at, or very near crest height, until early on the 25th. The backwater effect of the river created peak high waters in the hospital area at 3:00 PM on the 24th necessitating evacuation of the hospital. Above Church Street - the water flowed out of channel, to

the north, flooding the intersection of Church and Mill Streets. As the flood subsided, the water returned through catch basins and drain lines to Shelton Ditch.

Lacking complete water surface profile data for Shelton Ditch, the relationship of surface elevation to the projected regulated heights of the Willamette in future storms must be based on the assumption that the flow in Shelton will be about the same, or even somewhat greater, than in 1964, but that the discharge to the river will be accelerated, because of the reduced backwater, sufficiently to permit a constant run-off below Winter Street. The effect of turbulance and flood wave action at the confluence of Shelton and Pringle is not recorded and may cause back-up damaging to Pringle Park Building, but is not likely in the future to affect the Hospital. After the 1964 flood, Salem Memorial Hospital constructed flood walls which afford additional protection.

Winter Street Bridge, however, creates a dam effect in a 1% chance flood and some improvements to this cross sectional area may be indicated. The lesser floods will not cause additional damage if present conditions of flow diversion to Shelton Ditch are not greatly exceeded.

The trend in improvement of land management practices being developed by agricultural agencies to provide better drainage systems, accelerates the flood waters into the City. This coupled with the gradual urbanization of suburban areas increasing the volume of runoff, point to the need for the City to work toward the provision of means to alleviate the overloading of Mill Creek and subsequent excessive diversion to Shelton Ditch. The City should . . . join with other governmental agencies having

common or similar interest in the storage of excessive storm waters and the control of discharges below property damaging levels.

The prevention of damaging levels of flood waters in Shelton Ditch will decrease the requirement for improving the passage of waters beneath Winter Street and Church Street Bridges, and through the Boise-Cascade paper mill building. It would also eliminate the desirability of raising the height of the flood wall in Pringle Park, if the Park should remain in its present use.

In this instance, the old adage of "an ounce of prevention" is particularly applicable because the increased volume and velocity of discharge to Pringle Creek and its tributary drainage systems, which is most certain to occur for a long time to come as the southerly part of the City develops, must be offset by storage and reduction of flows in Mill Creek and Shelton Ditch, sufficiently to control the water below damaging levels.

SHELTON DITCH

Shelton Ditch is a man-made waterway constructed in 1936 to relieve the flood situation on North Mill Creek, which flows diagonally through the City on an irregular northwesterly course. In 1936 the area was considered the high-value residential district of the City. The area was subject to frequent flooding and consequent damage.

The City Engineer computed at that time that Mill Creek had a maximum carrying capacity of 1,200 cfs and that it drained an area of 125 square miles to the south and east.

Shelton Ditch was constructed to carry excess water from Mill Creek directly to a confluence with Pringle Creek in a large, deep natural

swale at Church and Oak Street, from where both discharged to the Willamette River. In 1939 a control weir was constructed at Mill Creek east of Airport Road. The ditch has a fall of 49 feet in its 1,100 foot length.

Almost immediately after its construction, the high velocities created by diversion of storm waters caused erosion of the banks and endangered adjacent properties.

On February 26, 1964 and again on March 17, 1964 the Salem City Manager replied to the Portland District Engineer that the City could not commit itself to sponsor the project based on the 20% local participation.

On September 10, 1964 the City was advised by the State of Oregon of the changed hydrological conditions on Upper Mill Creek; the proposed 6.4 mile improvement to Beaver Creek and the probable consequent effects on Mill Creek and Shelton Ditch. 1/

1/Oregon State Water Resources Board letter to Salem City Engineer September 10, 1964.

IX

RAINFALL-INTENSITY-DURATION

The intensity of rainfall, the duration, and the frequency with which rain storms of varying intensities occur, are the starting point upon which all other calculations regarding runoff, requirements for ditches, culverts, and pipe sizing are based.

Salem is fortunate in having a U.S. Department of Commerce Weather Bureau Station with records of local weather observations, dating back to February, 1892. The Weather Bureau Station has been located at McNary Field, Salem Airport since February, 1928, and has been in its present quarters since July, 1950.

The annual summary of climatological data for this station published for the year 1966 shows that the mean annual rainfall for the 35 year period 1931-1966 inclusive is 40.4" and that 71% of the annual total occurs in the five months of November through March.

The vast amount of data accumulated in local stations is centralized by the Weather Bureau for analysis by scientific researchers whose findings are published in "Technical Papers".

The calculations in this report are based on the local observation records for clock-hour rainfall intensity applied in accordance with Technical Paper No. 24 entitled: "Rainfall Intensities For Local Drainage Design in The United States For Durations of 5 to 240 Minutes and 2, 5, and 10 Year Return Periods, Part 1: West Of The 115th Meridian".

Technical Paper No. 25 entitled: "Rainfall Intensity-Duration-Frequency Curves" is used as reference, for comparison of published

graphs for Oregon cities, with curves developed for Salem in accordance with Technical Paper No. 24.

In brief, Technical Paper No. 24 analyzes the data from approximately 2,000 rain gages within its study area (west of the Continental Divide), but uses only the long record stations in order to achieve a high degree of reliability in the basic clock-hour data from which to determine the rainfall intensities expected to be equalled or exceeded on an average of once in 2, 5 and 10 year periods.

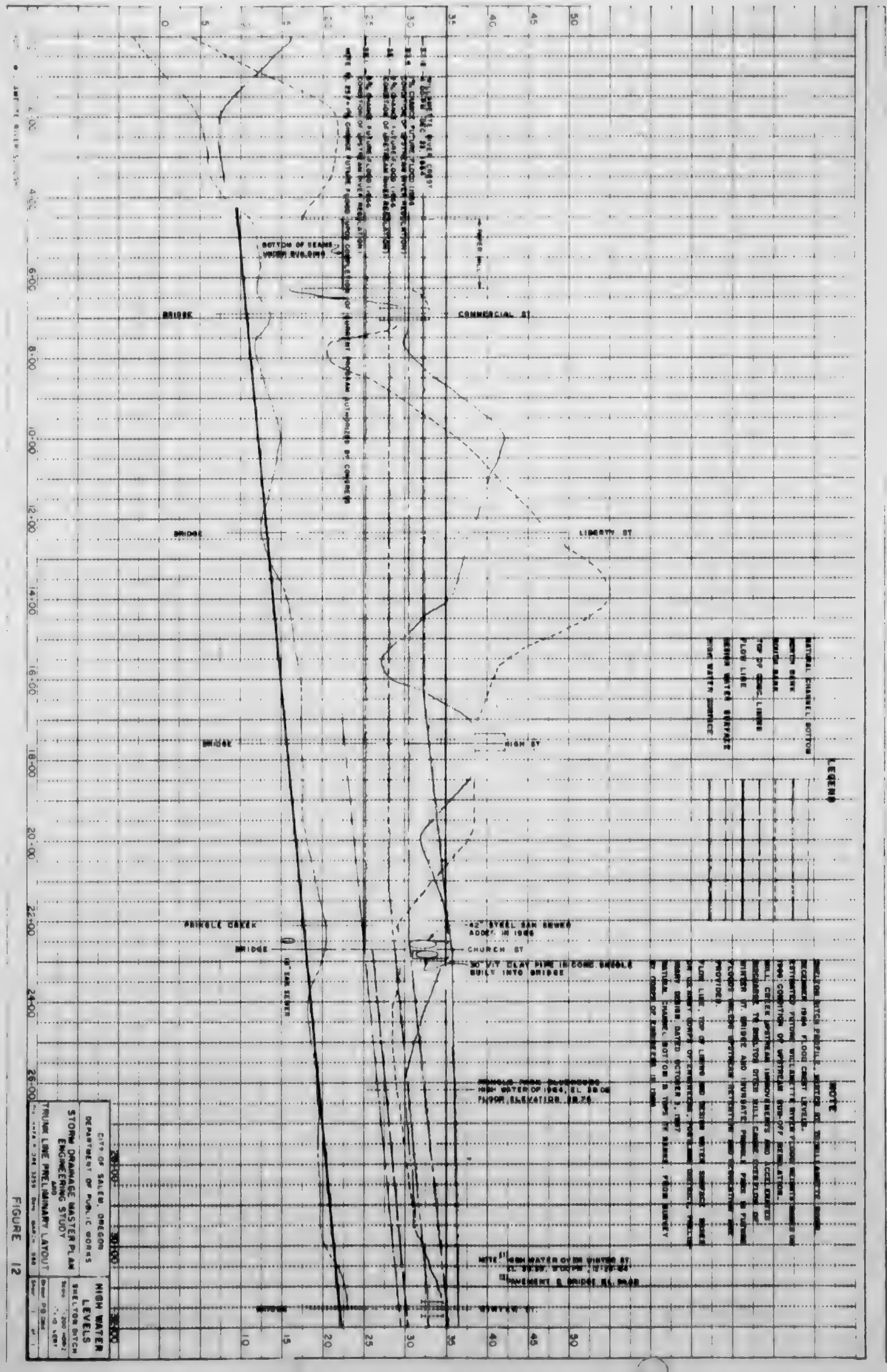
In order to accomplish this objective, the local station clock-hour data is converted to a maximum 60 minute rainfall which may be expected in a two-year return period.

With the two-year one-hour maximum as a base, the relationship of other time periods from 5 minutes to 4 hours were developed and a curve plotted for the results.

Similarly, the relationships for a storm of 5 year return period were developed. It was concluded that a coefficient of 1.40 applied to the two-year maximum hourly rate resulted in a reasonable accurate intensity rate for a five-year period. In like manner, a coefficient of 1.76 was developed for a 10-year period. Intensity-duration curves were then plotted similar to the two-year curve. The resulting chart is shown in Figure 13.

DESIGN FREQUENCY

The design of storm drains for the long-term needs of an urban area calls for the use of runoff coefficients and times of concentration based upon applicable rainfall data and upon conditions anticipated when an area is fully developed.


BRIDGE
COMMERCIAL ST
BRIDGE
LIBERTY ST
HIGH ST
PRINGLE CREEK
BRIDGE
CHURCH ST
42" STEEL SAN SEWER ADDED IN 1966
30" VIT CLAY PIPE IS SOME SHOULD BUILT INTO BRIDGE
MARION ST
LEGEND
NOTE
HIGH WATER OF 1964 VISITED BY
PAVEMENT & BRIDGE EL. 29.68
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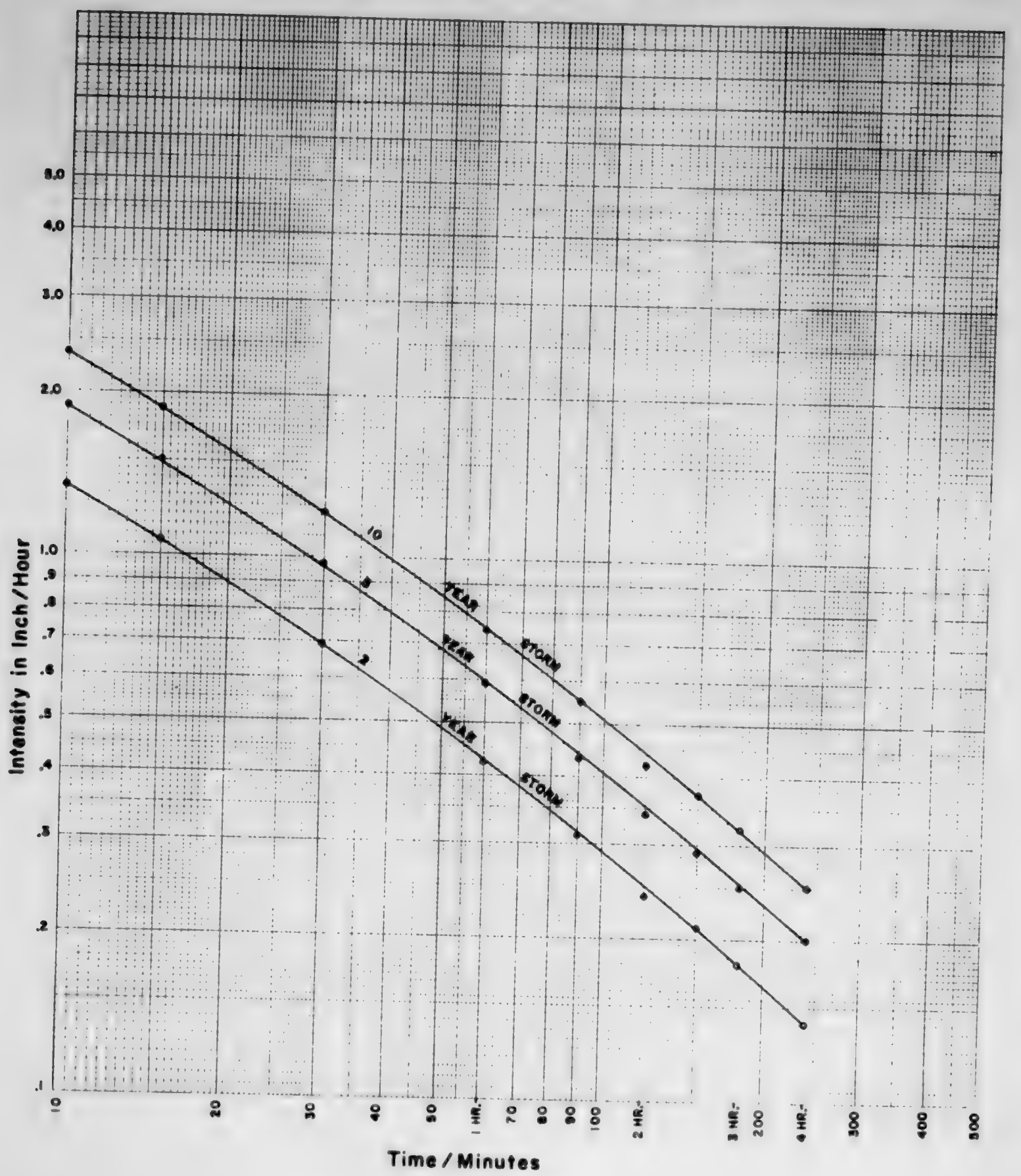
CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
STORM DRAINAGE MASTER PLAN
ENGINEERING STUDY
TRUNK LINE PRELIMINARY LAYOUT
HIGH WATER LEVELS
SHELTON DITCH

FIGURE 12

RAINFALL INTENSITY CURVE
for
STORMS OF 2, 5, & 10 YEAR FREQUENCY



CITY OF SALEM, OREGON
Dept. of Public Works, Febuary, 1968

Source: McNary Field U.S.W.B. data – Expanded as per Weather Bureau Technical Papers #24 & #25

FIGURE 13

For the purpose of this study, it is anticipated that the storm drains in a fully developed area will carry flows equal to, or in excess of their design capacities on an average of once every five years.

As ground infiltration is minimal in a highly urbanized and built-up area, it is reasonable to assume that some flooding will occur with the same frequency as rainfall of an intensity greater than the storm drain design capacity. The storm frequency-intensity-duration used for design, therefore, determines the degree of protection offered.

However, for a drainage basin which is undeveloped, or only partially urbanized, ground infiltration will reduce and may prevent excessive runoff. The maximum runoff will occur only with the combination of excessive rainfall and saturation of the ground surface. If this combination should occur, on an average of once in two recurrances of five-year storms, then the storm drains will run full once in every 10 years.

The selection of the curve of a one-hour storm of five-year return period provides a generally accepted economic balance of probability which will provide ample protection, but might subject the area to inconvenience at statistically infrequent intervals. Overdesign and underdesign both involve excessive costs on a long-term basis.

DESIGN METHOD

The so-called "rational method" has been used in this study to determine the runoff at any point in the drainage basin. This method translates rainfall into runoff by the formula:

Q = C i A, where

Q is runoff in cubic feet per second

C is runoff coefficient which is the ratio of the rate of runoff to the maximum rate of rainfall.

i is the average rainfall intensity, in inches per hour, for the selected frequency and for duration equal to the time of concentration.

A is the drainage area, in acres, tributary to the point under design.

The Manning Formula was used in sizing pipes and in determining the capacities of open channels. Nomographic charts developed for this study to solve the Rational Formula and the open channel flow equations are shown in Figures 14 and 15.

RUNOFF COEFFICIENTS

The runoff coefficient is the fraction of the rainfall that becomes surface runoff. These coefficients vary with the season, development of the area, and the duration of rainfall.

Some important factors affecting runoff coefficients are:

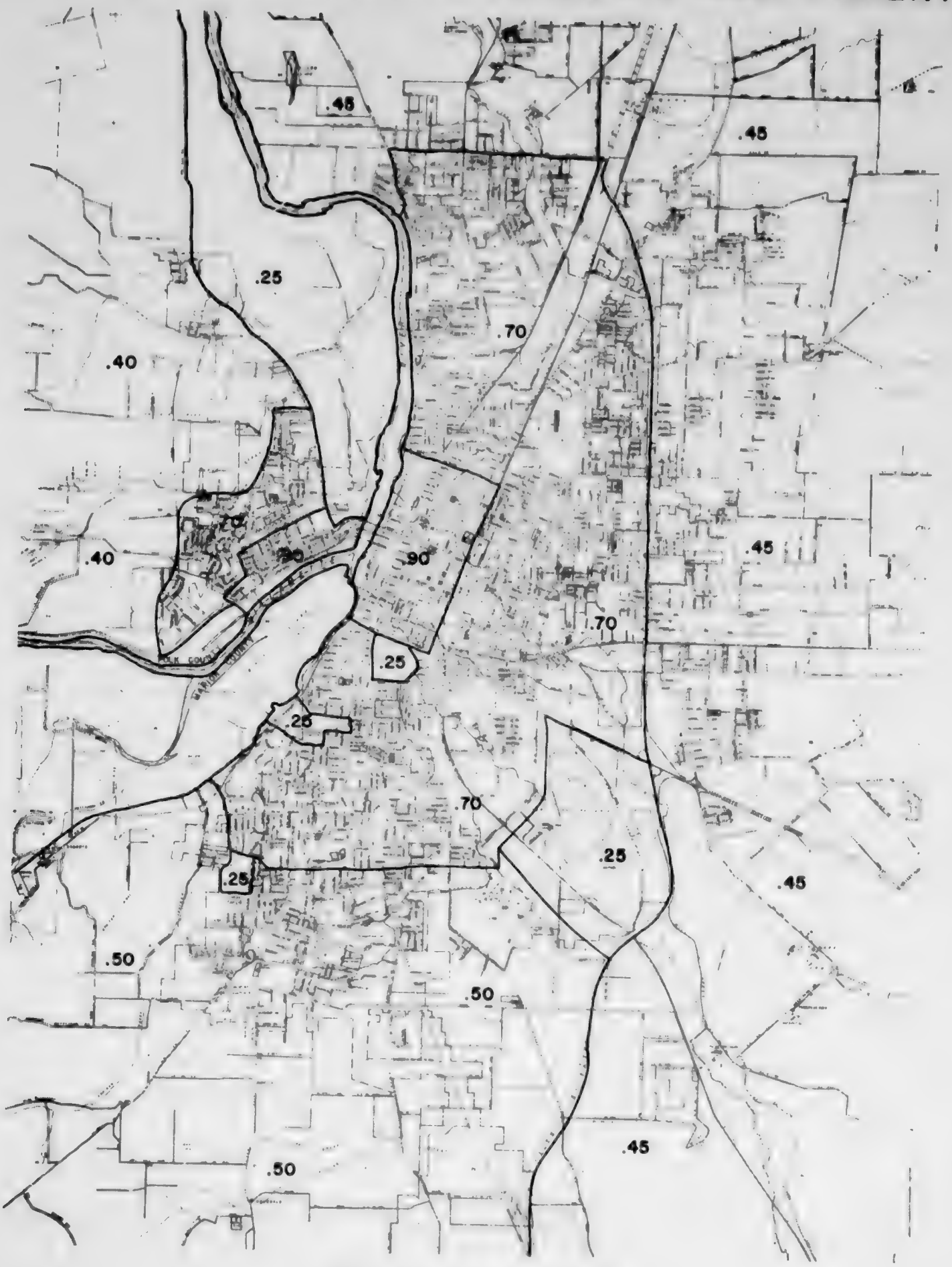
1. Interception by vegetation: this varies with type of cover from 0.01 to 0.05 inches.

2. Infiltration into permeable soils:

Soil Group	Infiltration Inches Per Hour
Sandy, open structure	0.5 - 1.00
Loam	0.1 - 0.5
Clay, dense structure	.01 - 0.10

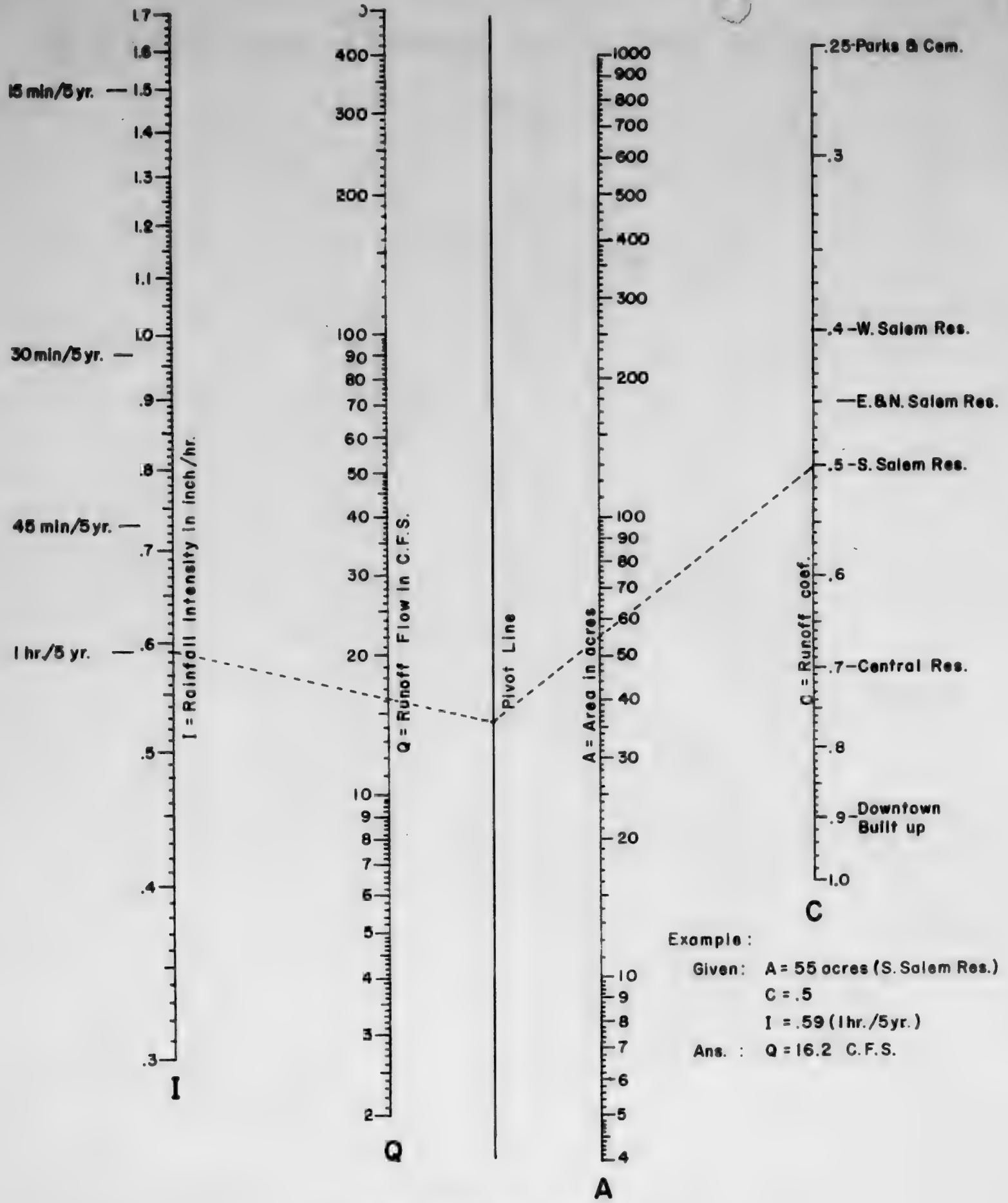
These values may be increased from 3 to 7 times depending on the type of ground cover.

SALEM AREA DRAINAGE RUNOFF COEFFICIENTS



CITY OF SALEM, OREGON
Department of Public Works

FIGURE 13A



Example :

Given: A = 55 acres (S. Salem Res.)
C = .5
I = .59 (1 hr./5 yr.)

Ans. : Q = 16.2 C.F.S.

SOLUTION OF Q = C.I.A.

City of Salem, Oregon

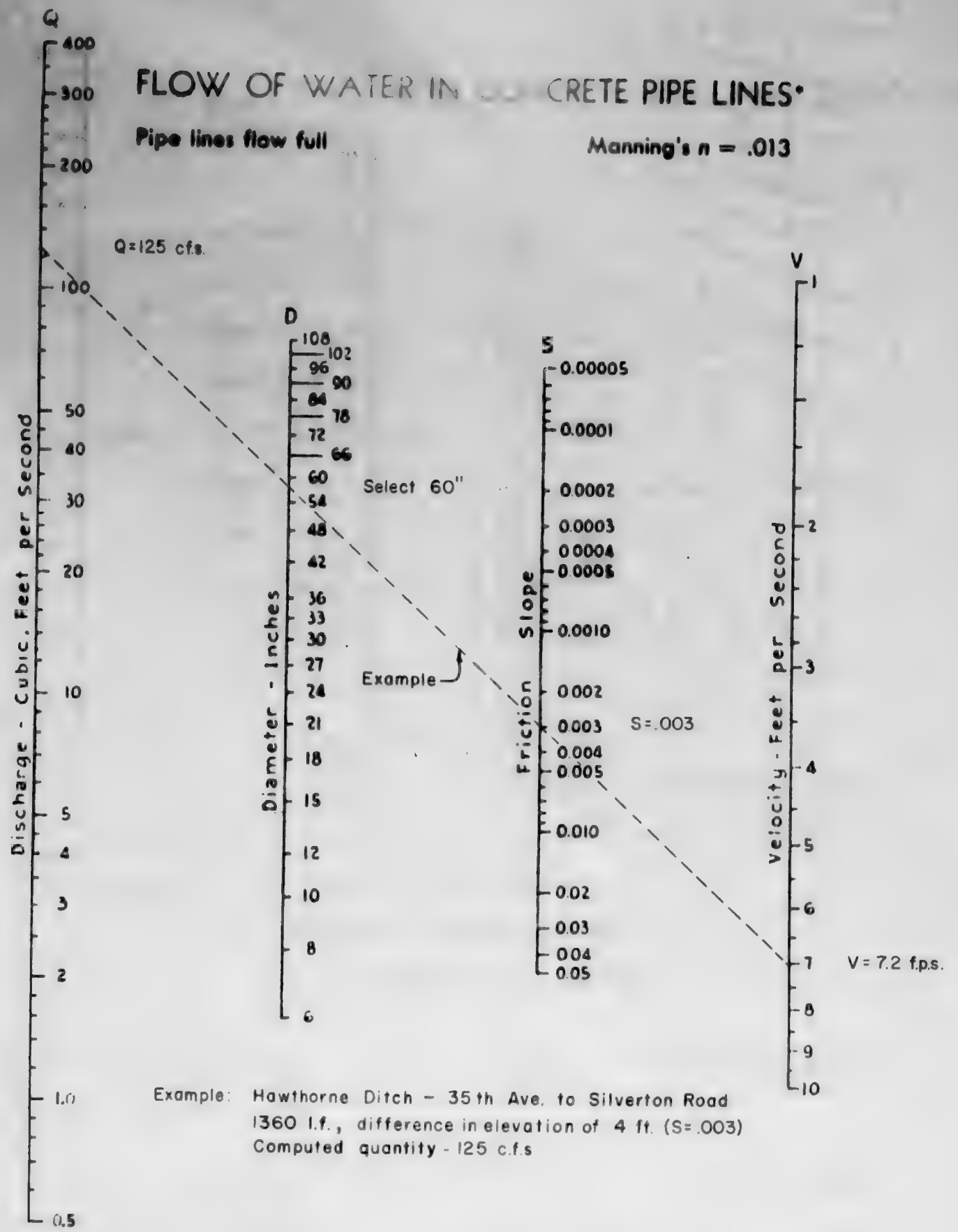
Dept. of Public Works, Feb. 1967

DEVELOPED BY ABRAHAM SATARI
CIVIL ENGINEER, CITY OF SALEM

FIGURE 14

FLOW OF WATER IN CONCRETE PIPE LINES*

Pipe lines flow full — **Manning's n = .013**



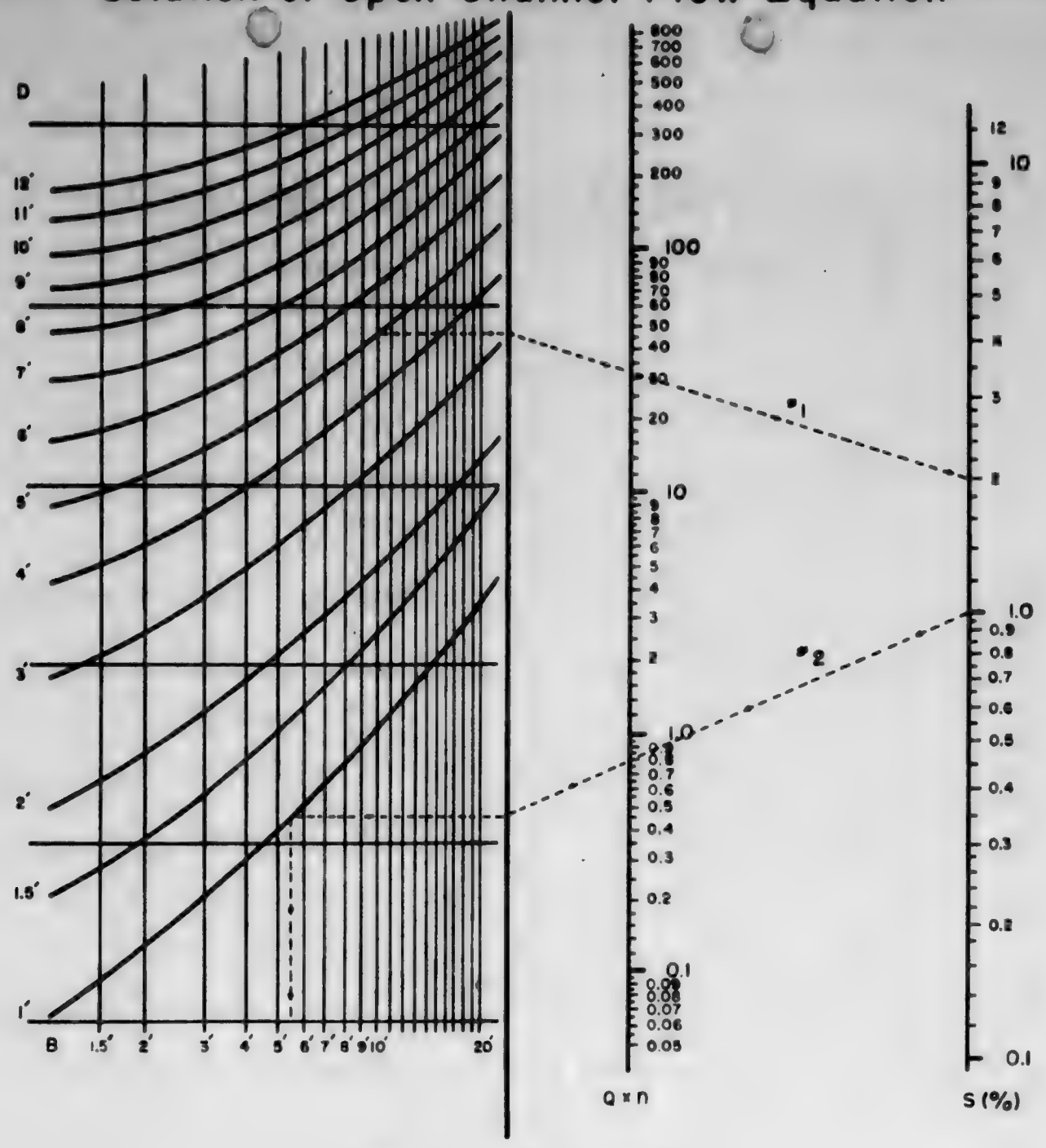
Example: Hawthorne Ditch – 35th Ave. to Silverton Road
1360 l.f., difference in elevation of 4 ft. (S=.003)
Computed quantity - 125 c.f.s

*Methods of constructing this type of chart are explained in detail in "The Construction of Nomographic Charts," by F. T. Mavis. Published by International Textbook Company, Scranton, Pa., 1939.

City of Salem, Oregon
Dept. of Public Works, Mar. 1968

FIGURE 15

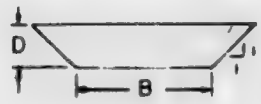
Solution of Open Channel Flow Equation



CITY OF SALEM, OREGON

Dept. of Public Works - Jan. 1967

$$Q = \left[\frac{1.49\,(BD + D^2)^{5/3}}{n\,(B + 2\sqrt{2}\,D)^{2/3}} \right] S^{1/2}$$



S = SLOPE (%)
n = FRICTION FACTOR
Q = FLOW IN C.F.S.

EXAMPLE PROBLEM #1

GIVEN: B = 10', D = 5', S = 2%, n = 0.05
FIND Q

BY FOLLOWING DASHED LINE YOU FIND THAT $Q = 32/n$

ANSWER: Q = 640 CFS

EXAMPLE PROBLEM #2

GIVEN: Q = 20 CFS. n = 0.04 S = 1%
FIND THE DEPTH (D) & WIDTH (B)

BY FOLLOWING DASHED LINE YOU FIND YOU HAVE A NUMBER OF SOLUTIONS, ONE SOLUTION IS SHOWN, IF D = 1' THEN B = 5.5'

DEVELOPED BY ABRAHAM SATARI
CIVIL ENGINEER, CITY OF SALEM

FIGURE 16

3. Retention in surface depressions: First excess rainfall fills depressions present on all surfaces.

	Retention in Inches
Pasture Land	0 - 0.2 inches
Cultivated Land	0.05 - 0.10 inches
Impervious Urban Surface	0.05 inches
Lawns & Pervious Urban Areas	0.1 inches

The ranges of runoff coefficients used in this study are listed below:

Area	Runoff Coefficient
Downtown	0.7 - 0.95
Residential	0.3 - 0.7
Industrial	0.5 - 0.9
Parks & Cemeteries	0.1 - 0.25

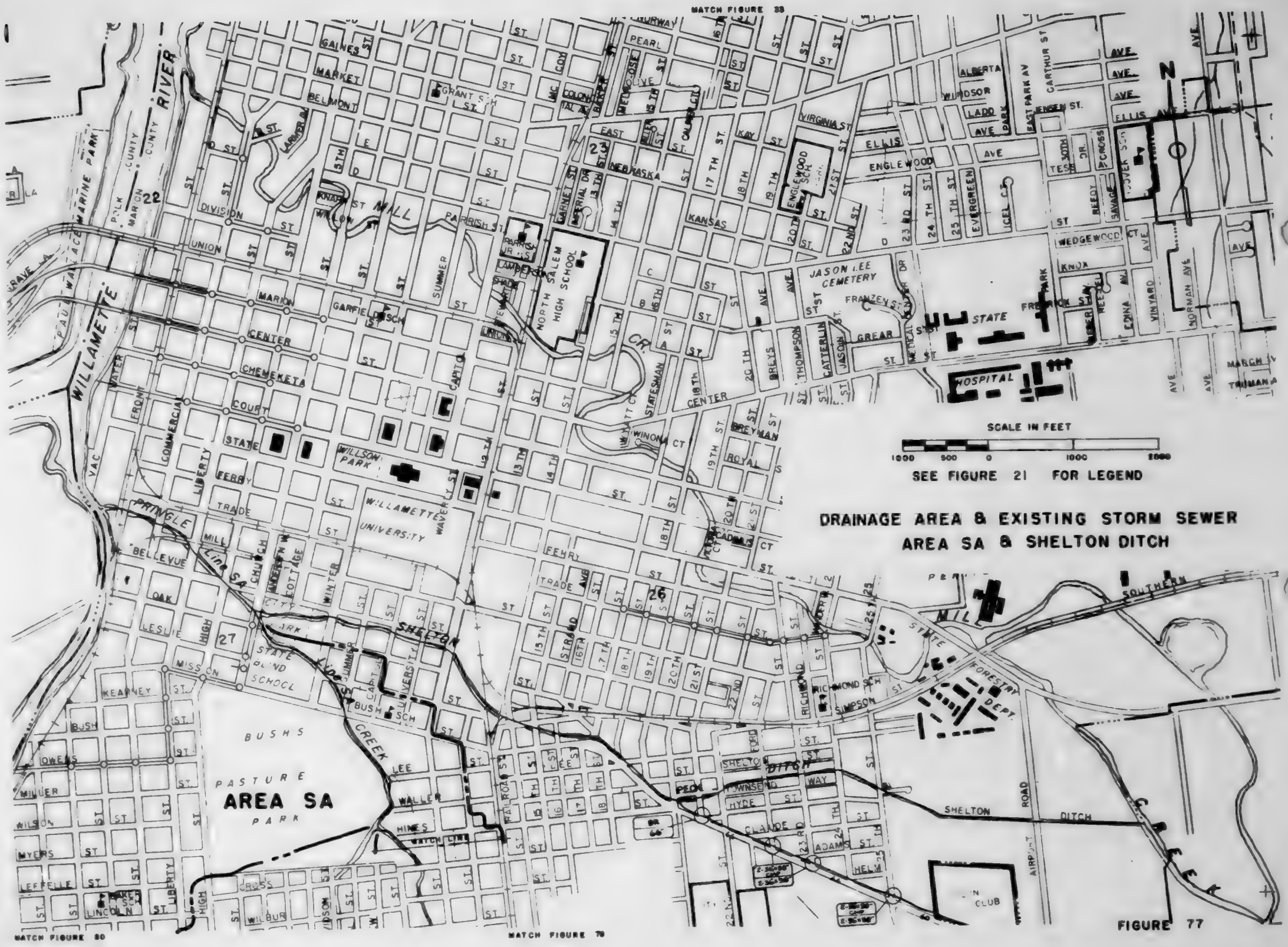
For the residential areas in Salem, a composite runoff coefficient was used. This composite coefficient was determined by dividing a typical lot into pervious and impervious surfaces. In determining the coefficient, two assumptions were made:

1. 75% of the roofs drain to the street.
2. The runoff coefficient for lawns is 0.15 and for the paved areas 0.9.

The lot was divided into pervious and impervious surfaces as shown in Figure 19.

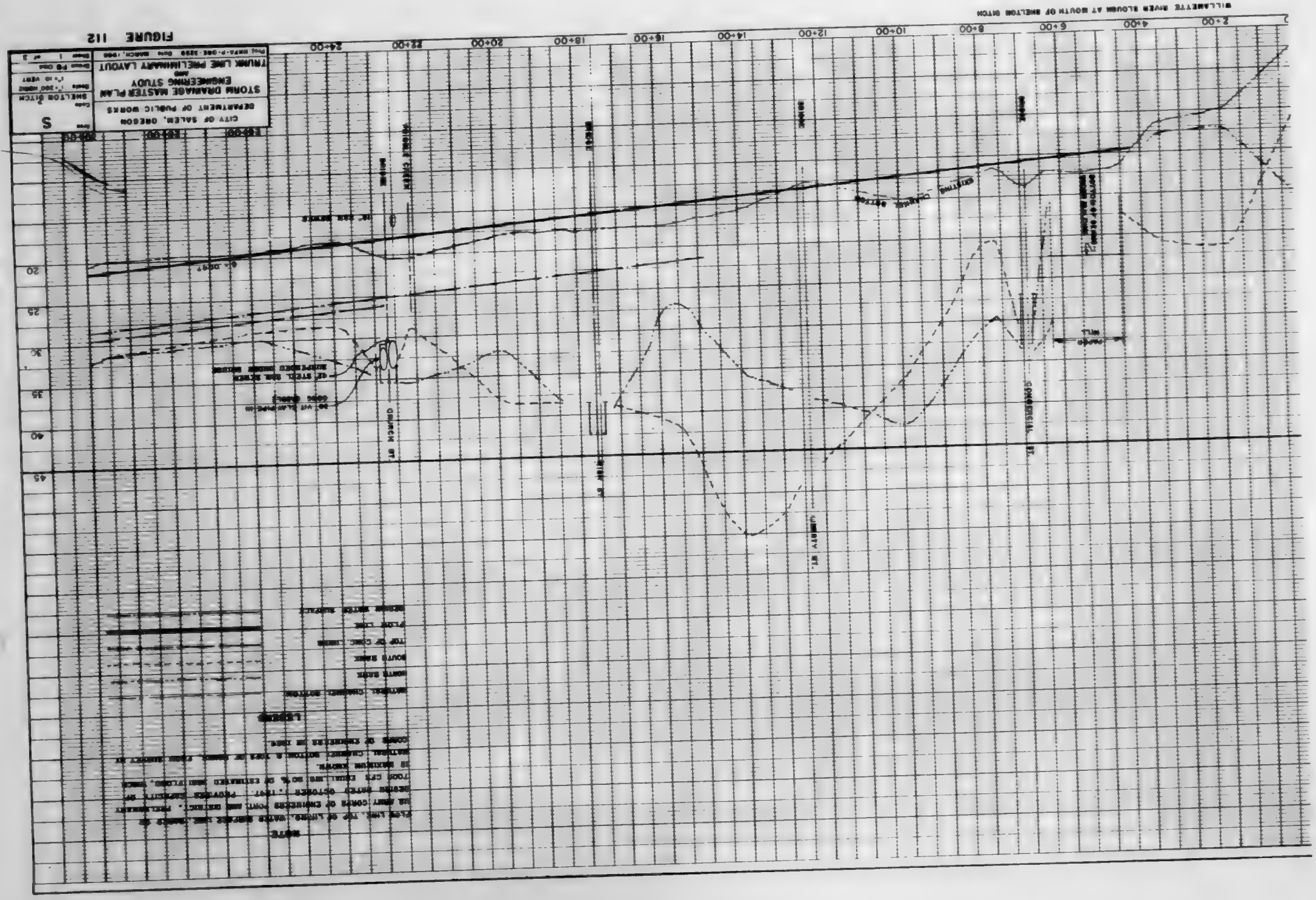
The composite runoff coefficients used in this report are:

South Salem	0.50
East & North Salem	0.45
West Salem	0.40
Developed City	0.70
Downtown	0.90



DRAINAGE AREA & EXISTING STORM SEWER
AREA SA & SHELTON DITCH

FIGURE 77


WILLAMETTE RIVER FLOOD AT MOUTH OF SHELTON DITCH
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CHURCH ST.
COMMERCIAL ST.
CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
STORM DRAINAGE MASTER PLAN
ENGINEERING STUDY
AND
TRUNK LINE PRELIMINARY LAYOUT
SHELTON DITCH
S

FIGURE 112

FIGURE 113

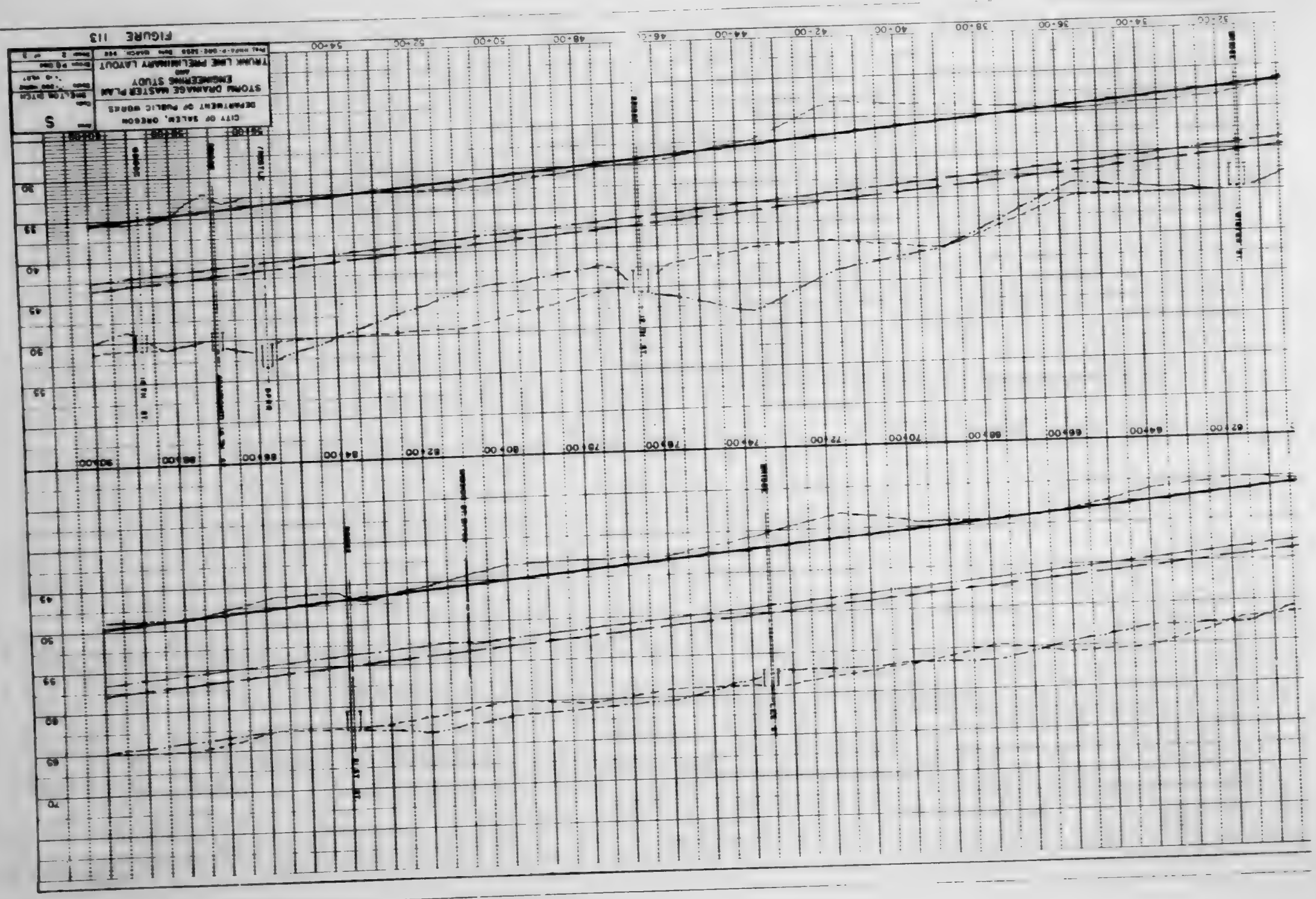
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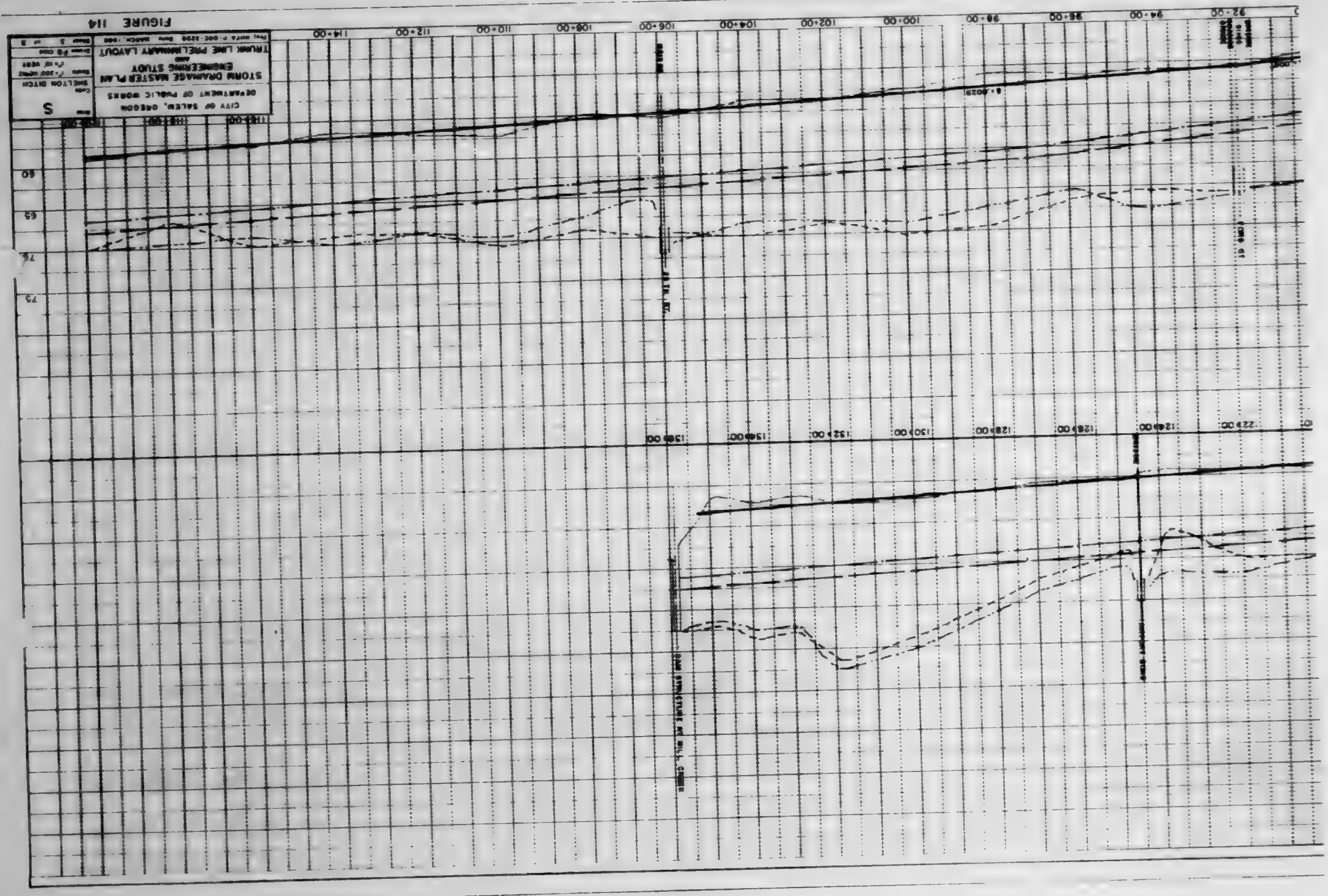
FIGURE 114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Salem
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 26, 1974

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

Compliance with FHWA Interim Air Quality Guidelines (PPM 90-7)

The air quality sections of the draft and final environmental impact statements to the proposed Mission Street-Bellevue Street Section highway improvement have been reevaluated for adequacy and consistency with approved State pollution control plans.

It was determined that certain analyses deficiencies did occur in the air quality study of this proposed improvement. Therefore a diffusion analysis was performed to determine projected worst-case carbon monoxide and lead levels. The results of the analysis, which have been included in the documentation of the final EIS, indicated that both lead levels and carbon monoxide concentrations would be well below EPA standards.

As a result of the above reevaluation, it has been determined that the proposed highway improvement will not have a significant impact on air quality; the revised air quality sections in the final impact statement is wholly adequate; and the proposed improvement is consistent with the State pollution control plans.

Your concurrence is requested.

I CONCUR: 2-28-74

G. L. Green
Division Engineer

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
FEB 28 1974
OREGON DIVISION

February 25, 1974

Mr. Edward A. Sigurdson
City Engineer
City Hall
Salem, Oregon 97301

Re: Mission St.-Bellevue St. Sect.
13th St. Extension (FAUS 3074)

Dear Mr. Sigurdson:

We note in your Narrative Report and Cost Estimate for the subject project that you are including illumination costs in the project. Only the cost of original installation is eligible for Federal Aid participation. Illumination on a monthly rental basis is considered to be a maintenance item by FHWA and therefore not eligible for Federal Aid participation.

Very truly yours,

H. E. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

bc: L. H. Young
C. W. Fredrickson
J. H. Versteeg
W. J. Hart

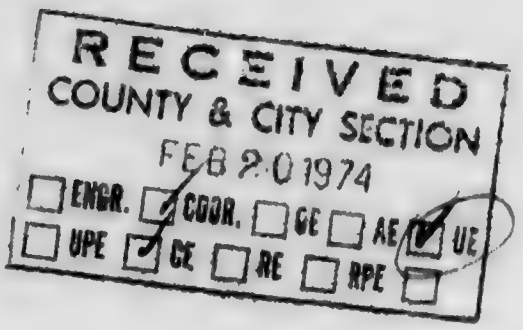
[✓] ENGR. [✓] ASST. [✓] OF [✓] AE [✓] UE

FAU

ENGINEERING DIVISION

February 19, 1974

Oregon State Highway Division
Region 2
East Salem Highway Building
Salem, Oregon 97310



Attention: Mr. C. O. Fredrickson
Region Engineer

Gentlemen:

Subject: 13th Street Extension (F.A.U.S. 3074)
Mission Street - Bellevue Street Section
Submittal of Location Survey

Attached is the Location Survey records for this project. The Locating Engineer's Statement itemizes the data being submitted.

If there are any questions concerning this material, please contact our Project Engineer, Mr. Ralph W. Lambert, at 588-6188.

We would appreciate the opportunity to review and approve the contract documents prior to advertising the project for contract bids. In addition we would like to review all appraisals before determining the amount of just compensation for the right-of-way acquisitions.

Very truly yours,

EDWARD A. SIGURDSON, P.E.
CITY ENGINEER

RWL/EAS/sb

Attachments

cc: Ralph Lambert, Project Engineer
Richard Unrien, O.S.H.D. Urban Engineer
Doug Van Dyke, Traffic Engineer
B. T. Van Wormer, Director of Public Works

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix ..... Highway ..... 13th Street ..... Section ..... Mission St. - Bellevue St.

Highway Class ..... Federal Aid Urban 3074 ..... Date ..... February, 1974 .....

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
X				b. Small Scale Ownership Map.
		X		c. Abandonment Map.
X				d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
		X		i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
X				l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
		X		n. Report on Bench Mark Recoveries (Form E-369)
		X		(1) Description of Bench Mark (Form E-185).
		X		(2) Report on Condition of Bench Mark (Form E-186).
X				o. Photostats of Deeds and Legal Instruments covering Ownerships.
X				p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
	X			q. Property Appraisal and justifications for alternate facilities.
X				r. Preliminary Soils and Material Report.
	X			s. Statement of Source of Materials and Stockpile Site (Form E-368).
	X			t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
		X		u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
X			2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
X			3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
	X		8.	Have you been over this project with a Soils representative?
	X		9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
	X			e. Rip Rap Work.
		X		f. Irrigation Ditches.
		X		g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
X				j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
X			13.	Will there be unusual difficulty in handling traffic during construction?
	X		14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature City of Salem - Dept. of Public Works

Locating Engineer

Address .....

Narrative Report

Mission Street - Bellevue Street Section
13th Street Extension
Salem, Marion County, Oregon
F.A.U.S. 3074

This report covers the location survey and preliminary design for the construction of a permanent connection at the north end of the 12th Street - 13th Street couplet system. Right-of-way requirements and construction costs are included in this report.

Project stationing begins at Station 10+00 located at the intersection of 12th and Mill Streets. The project terminus is at Station 26+50 and is the intersection of 13th and Mission Streets.

The alignment for this project begins at the intersection of 13th and Mission Streets and proceeds northerly along the existing alignment of 13th Street to Leslie Street. North of Leslie Street, at Shelton Ditch, a bridge is to be constructed along the new alignment. Upon crossing Shelton Ditch, the new roadway is to curve northwesterly to connect with 12th Street at its present intersection with Bellevue Street. Length of the total project is approximately 1,600 feet, of which the southern 400 feet follows the existing alignment and the northern 1,200 feet represent a new facility. The facility is to be a three-lane arterial street with a sidewalk on the western side and a sidewalk/bikeway on the eastern side. Landscaping will be provided between the sidewalk or bikeway and the travel lanes. The additional width in the vicinity of the 12th Street-Bellevue Street intersection is necessary for required traffic channelization.

Associated with the construction of this alternative would be certain modifications to both 12th and Leslie Streets, within the project area. Twelfth Street will be overlayed and restriped to provide three lanes southbound between Bellevue and Mission Streets. Leslie Street will become one lane each direction between 12th and 13th Streets. Parking is to be provided along the west side of 12th Street between Shelton Ditch and Leslie Street.

This project when completed will provide a safer connection between 13th Street and 12th Street at the north end of this couplet system. The elimination of two closely spaced right-angle turns will smooth traffic flow.

In addition, this project is the first in a series of projects, to increase the capacity of the 12th Street corridor north of Mission Street. Future projects in this area include:

1. The widening of 12th Street to 6-lanes north of Bellevue Street.
2. The development of a 4-lane parkway (Pringle Creek Parkway) along Bellevue Street.

The 13th Street Extension, as proposed herein, is compatible with both of these future projects. The 12th and Bellevue Streets intersection will require re-channelization to accomodate these future facilities as they are developed.

PUBLIC HEARING

A combined Corridor-Design Public Hearing for this project was held May 22, 1973, at Salem's Civic Center. There were no significant changes in the project resulting from the Public Hearing. The plan submitted with this report was shown as the Recommended Alignment at the Hearing.

ENVIRONMENTAL STATEMENT

A draft Environmental Impact Statement (E.I.S.) for this project was circulated for comments beginning April 10, 1973. A final Environmental Impact Statement is being prepared by the Environmental Unit of the Highway Division. It is anticipated that this final E.I.S. will be forwarded to the Federal Highway Administration in February 1974.

LOCATION-DESIGN APPROVAL

A Corridor-Design Study Report was prepared for this project in August, 1973. The State Highway Division requested Location-Design Approval for this project in September of 1973. However, this approval cannot be granted until the Final Environmental Impact Statement is approved and the State Highway Divisions "Action Plan" is Approved. These approvals are expected to occur in May or June of 1974.

RIGHT-OF-WAY

Between Mission and Leslie Streets, this project will be constructed within the existing 60 foot right-of-way. Corner cuts will be required at the northeast and northwest corners of the 13th and Mission Streets intersection to provide adequate room for turning vehicles.

North of Leslie Street, the right-of-way will be acquired from two property owners, Mr. Settecase, et al, and the Southern Pacific Railroad. No right-of-way problems are expected from Mr. Settecase. He wants us to proceed with the necessary acquisition, and build the street, so that he can develop his remaining land. The City will vacate the unneeded portion of the alley to the adjoining property, which is primarily owned by Mr. Settecase.

Southern Pacific Railroad has indicated general agreement to the 13th Street alignment. They have requested that the east right-of-way line of 13th Street be located a minimum of 20 feet from the microwave communications tower that is in front of the Depot. The alignment shown on the detail map meets this requirement. The exact number and location of driveways will need to be coordinated with Southern Pacific and the Railway Express Agency to assure adequate access to their facilities.

There is a well located on the Southern Pacific property east of 13th Street and north of Shelton Ditch which is a supplemental water supply for Del Monte Cannery. The condition of the casing in this well should be checked prior to construction. Care should be exercised to avoid damage to this well during construction operations, particularily when the footings are placed for the Shelton Ditch Bridge. Contact Mr. Paul Wood at Del Monte Corporation - Northwest Division, 1250 Mill Street, S.E. Salem, 363-9158, for further information on this item.

Preliminary contacts with Southern Pacific indicates a "friendly" condemnation suit will be required to obtain land from them. Our understanding is that this is for tax reasons. There would be no trial required, just a (1) filing, (2) answer, and (3) stipulation judgement. Southern Pacific desires that we purchase all of their remaining property located between 13th Street and 12th Street and resell any excess property not needed for roadway purposes, linear park, etc.
Southern Pacific also desires that ownership of a small triangle of land east of the proposed 13th Street be transferred to their ownership. The desired end result would be for Southern Pacific to own all of the land east of the proposed 13th Street Extension, and they would not own any land west of 13th Street. Southern Pacific would like to retain fee title to property more than 500 feet below the ground surface for mineral purposes. They have an attorney, Mr. Oglesby Young on a retainer basis who will be involved in the final right-of-way transaction. It is estimated that 30-60 days will be required for Southern Pacific management approval of right-of-way matters.

Our contacts with Southern Pacific have been with the following personnel:

Ernie A. Kendrew, Assistant Engineer, 324 Union Station, Portland, Ore. CA8-8181 Ext. 245

R. L. Johnston, Assistant Engineer, 324 Union Station, Portland, Ore. CA8-8181, Ext. 303

David G. Baldwin, Assistant District Manager, Southern Pacific Land Co., Portland, Ore. 222-2867

W. R. Johnstone, District Traffic Representative, Salem, Ore. 362-2414

Throughout this project, the right-of-way line is a constant distance from centerline. In some cases the cuts, fills, driveway reconstructions, etc., will fall outside of this right-of-way line. Temporary construction easements should be obtained for these purposes. It is our feeling, that this is better than taking the property away from the private property owner, or than placing an additional encumbrance on a property by permanent slope easements.

Property ownerships are shown on the detail map. In addition, copies of deeds and surveys in the project area are being submitted.

DESIGN ELEMENTS

Coordinates

Coordinates for this project are assumed. The reference point is the intersection of the centerlines of the right-of-way of 12th Street and Mill Street. This point was assigned coordinate number 10000.-10000.

SURVEY

Horizontal control was obtained by finding as many property corners as possible, and from them establishing street right-of-way centerlines. A traverse was established beginning at 12th and Mill, proceeding southerly along 12th to Leslie; thence easterly on Leslie to 13th; thence northerly along the north extension of the centerline of the existing 13th Street approximately 210 feet; thence northwesterly across the Southern Pacific property to a point on the centerline of 12th Street approximately 170 feet south of the centerline of Mill Street. Once this traverse was closed the project alignment was developed.

The vertical control in this project area is from a U.S.G.S. Benchmark (City of Salem No. 114) located on the northwest corner of 12th and Mill Streets, elevation 158.55.

The U.S. Army Corps of Engineers has a benchmark located on the curb at the northeast corner of the intersection of 13th and Leslie Streets. The number of this benchmark is Shelton Ditch #19. This will be disturbed during construction. The Corps of Engineers, Survey Branch, in Portland should be notified prior to construction so they can relocate this benchmark if they desire.

Horizontal Alignment

The design speed for this project is 35 mph. The horizontal curves have a minimum radius of 500 feet (11-1/2°). Spirals have not been used in this project. ~~Spirals have not been used in this project.~~ Spirals are not normally needed for urban traffic conditions at this design speed.

Profile

The area traversed by this project is essentially flat. Minimum grades were used throughout the profile design. The profile grades shown are for top of curb. We recommend that a minimum grade of 0.004 ft/ft be used to insure adequate drainage. This is particularly important since traffic will be driving in the curb lanes. Also the profile should be kept so that the new curbs will be at or below existing ground, especially along 12th Street from Mill to Bellevue Streets and along the existing 13th Street from Leslie to Mission Streets.

Cross Section

The proposed roadway cross-section is a parabolic crown. This type of cross-section confines the gutter water to a narrow width.

In the vicinity of the curve at Shelton Ditch, the roadway is tilted one-foot to approach a super elevated roadway section. There is a one hundred foot transition from a normal roadway section to a tilted section on each end of the curve. The beginning of the transition is seventy-feet ahead of the P.C. of the curve and the end is thirty-feet beyond the P.C.. The reverse dimensions are appropriate at the P.T.

In the area between Mill Street and Shelton Ditch the intersection area is quite wide. A normal parabolic crown will not work here. Therefore, we have recommended that the outside edges of the cross-section be parabolic, to match the roadway outside of these limits, and the center portion of the intersection be a uniform 0.03 ft/ft slope up from each side to a crown line near the center of the intersection area.

Earthwork

This project has a relatively small quantity of earthwork, mostly excavation. Any extra excavation could possibly be placed in the low area along the north bank of Shelton Ditch. This could be worked out between the contractor and the property owners at the time of construction.

A clearing and grubbing chart is not included on this project since all that area within the street right-of-way is to be cleared and grubbed.

Surfacing

The Highway Division's Soils and Geology Section has done a preliminary soils investigation and pavement determination for this project. The recommended pavement structure consists of: 6 inches of Lime treated subgrade, 10-1/2 inches of Plant Mix Bituminous Base, 1-1/2 inch of Asphalt Concrete Wearing Course immediately, and 2 inches of Asphalt Concrete Wearing Course approximately 5 to 10 years in the future.

The existing surfacing on 13th Street checks out good by deflection test. However, we recommend that this existing pavement be removed and the entire street be reconstructed in order to obtain proper drainage. This will require stage construction since a minimum of one lane of traffic is required at all times.

Twelfth Street is in good condition structurally. It was also checked by beaming for deflection. This street should be overlayed with Asphalt Concrete to improve the riding quality, seal the surface, and cover the existing lane striping. This overlay could either be 1 inch of Class "E" mix or 1-1/2 inches of Class "C" mix. We recommend that Class "C" mix be used for both the overlay on 12th Street and the Wearing Course on 13th Street.

Surfacing materials can be obtained from several suppliers in the Salem area.

Sidewalks

A 5-foot wide sidewalk is to be constructed along the west side of the project, and a 8-foot wide sidewalk/bikeway is to be constructed along the east side of the project. Both of these are to be Portland Cement Concrete.

Bicycle and wheelchair ramps are to be constructed at all intersections on new street construction in the City of Salem. These ramps are to be located in such a manner to provide the safest crossing of the intersection possible. Ramp locations are shown on the detail map, and a City of Salem Standard Drawing for these ramps is included.

Existing driveways disturbed by construction operations should be reconstructed as necessary to provide smooth riding and good appearance. Driveway openings should conform to City of Salem Standards and be compatible with the property owners intended use. On the Southern Pacific Property, two driveways will be required to serve the Depot and Railway Express Agency Office. The size and location of these driveways must be confirmed with Southern Pacific.

Drainage

Only minor drainage will be required on this project. The drainage can be routed from the catchbasins to Shelton Ditch. Portland Cement Concrete storm drain pipe is recommended for this project.

Bridge

A new bridge is to be constructed over Shelton Ditch at 13th Street. The bridge will be built on a curve with a tilted roadway section. The angle of skew between the roadway and Shelton Ditch is approximately 50° at this location. The U.S. Army Corps of Engineers recommends a minimum 50 foot clear channel for Shelton Ditch. The bridge as sketched on the detail map and structure vicinity map meets this requirement.

The structure vicinity map and drainage area map show high water elevation for several recent floods including December, 1964, and January, 1974. The bottom of the proposed bridge is approximately one foot above the highest flood elevation.

Adequate wing walls and riprap as necessary should be provided on the upstream side of the bridge to avoid bank scour.

Test borings for the bridge footings have not been done as yet.

Some utilities may want to reserve space on the bridge for their facilities. Portland General Electric has requested space allocation for 2-4" Rigid Galvinized Conduits for possible future underground services. In addition the City of Salem will need to install 1-1 inch Rigid Galvinized Conduit for street lighting facilities.

There is a well located on the Southern Pacific property east of 13th Street and north of Shelton Ditch which is a supplemental water supply for Del Monte Cannery. The condition of the casing in this well should be checked prior to construction. Care should be exercised to avoid damage to this well during construction operations, particularily when the footings are placed for the Shelton Ditch Bridge. Contact Mr. Paul Wood at Del Monte Corporation - Northwest Division, 1250 Mill Street, S.E. Salem, 363-9158, for further information on this item.

Construction of this bridge will require special attention to water quality control of Shelton Ditch. This waterway is utilized by several species of anadromous fish, including regular spawning migrations of spring and fall chinook and coho salmon. Thus fish passage and water quality standards must be maintained throughout the life of the Project. The Oregon Fish Commission recommends that work in the free-flowing streams such as cofferdamming, bank protection, etc. be confined to the months of June, July and August. Construction behind the cofferdams can continue all year provided water seepage, curing water, etc. are not allowed back in the stream. The stream should be left in its natural sinuous course. Altering it by channel changes or narrowing it with riprap or placing abutments too close together creates high velocities, scouring and general deterioration of the stream system.

The person to contact at the Fish Commission regarding this project is Mr. Burt Carnegie, Fish Passage Specialist at 307 State Office Building, 1400 S.W. 5th Avenue, Portland, Oregon.

Utilities

Preliminary contact has been made with the various utility companies who have facilities in the area of this project. These companies include:

Portland General Electric Company, 780 Liberty St., N.E.,
Salem, Oregon (P.O. BOX 191), George Morrow - Phone 585-4410

Pacific Northwest Bell Telephone, 740 State Street, S.E.,
Salem, Oregon, Ted Flook, Phone 399-4858

Northwest Natural Gas Company, 3123 Broadway Street, N.E.
Salem, Oregon, Harold Murray, Phone 585-6611

City of Salem, Dept. of Utilities (Water and Sanitary Sewer)
City Hall, Salem, Oregon, Russ Faust, Phone 588-6043

City of Salem, Dept. of Public Works (Storm Sewer)
City Hall, Salem, Oregon, Ralph Lambert, Phone 588-6188

The existing plant of these companies is shown on the detail map. Some relocation of these facilities will be required at the time of construction. There does not appear to be any utility relocation that qualify for Federal Aid Reimbursement under F.H.W.A. P&P.M. 30-4.

Traffic Signals

A complete traffic signal system at the 12th and Bellevue Streets intersection is included as part of this project. The following features should be incorporated in the design of this signal system:

1. The Controller should be fully actuated with the ability of handling the multi-phase control of the ultimate intersection design. This ultimate intersection is shown on the Intersection Detail Map - Ultimate Plan.
2. Provide pedestrian actuation for each pedestrian movement.
3. Mast-Arms are recommended for this signal installation. (The pole positions for the northeast, southeast, and southwest mast-arms will not change when the intersection is developed to its ultimate design.
4. The mast-arm poles should be designed for the ultimate length mast-arms. In addition, these poles will be used for street luminaires in this intersection.
5. All of the mast-arms needed for this installation in stage I and ultimate should be purchased initially. This will not only save money, but will also avoid style changes.
6. All red lenses, except those used with arrow indications, should be 12-inch.
7. All green arrow lenses should be 12-inch.
8. Changing this signal system from Stage I to Ultimate will require the following revisions:
    a) Relocate mast-arm pole on northwest corner.
    b) Replace two mast-arms (northwest and southeast poles)
    c) Add one phase to signal controller.
    d) Relocate pedestrian walk/don't walk actuators as required.

Also required, as part of this project, is certain revisions to the existing traffic signal at 13th and Mission Streets. The larger curb radius on the northeast corner will require relocation of one signal pole and longer span wires, etc.

Channelization

At the 12th and Bellevue Streets intersection, the following items should be incorporated:

1. The west leg of Bellevue Street be channelized for left turning traffic so that separate signal control can be provided.
2. Channelized islands should be made with extruded asphalt concrete curb. Provisions should be incorporated for bicycle and wheelchair movement thru the intersection on the cross-walks provided.
3. When the ultimate channelization is developed, the islands should be raised with portland cement concrete curbs. Landscaping is impractical in these small areas, however other materials such as brick, astro-turf, etc. could be used to break up the large expanse of asphalt.

Parking should be prohibited on Leslie Street between 12th and 13th Streets, and on 12th Street between Leslie and Mission Streets.

The existing channelization at 12th and Leslie Streets should be removed prior to overlaying 12th Street. The curb radius on the northeast corner of this intersection should be reduced to a standard 20 foot to avoid the temptation of a wrong way movement. Also the curb at the southeast corner should be enlarged to accommodate turning traffic.

The curb radius at the northeast corner of 13th and Mission Streets is shown to be enlarged to accommodate a heavy turning movement.

Signing

Regulatory signing is shown on the Detail Map.

Directional signing is to be designed by the State Highway Division. (This will most likely be Oregon Route 22).

Striping

Pavement striping is to be done by the City of Salem.

MAINTENANCE ITEM NOT ELIGIBLE FOR F.A.

Illumination

Street lighting will be part of this project. However, this will not be a contract item. The City of Salem rents their street lights from Portland General Electric Company. Luminaire locations are shown on the Detail Map. Twenty-nine 400 Watt Sodium Vapor lights will be required. These will be mounted on 35-foot metal post Davit Type, poles. Twenty-five poles will be required. (Four lights at the 12th and Bellevue Streets intersection will be mounted on the traffic signal poles.) Installation of the underground wiring will have to be coordinated at the time of construction.

2-20-74

13th Street Extension
Mission Street - Bellevue Street

COST ESTIMATE

	Item	Quantity	Unit	Unit Price	Amount
1.	Clearing & Grubbing	---	Lump Sum	$5,000.00	$5,000
2.	General Excavation	3,390	Cu. Yd.	5.00	17,000
3.	Trench Excavation	90	Cu. Yd.	6.50	600
4.	Finishing Roadbed & Slopes	---	Lump Sum	1,000.00	1,000
5.	Furnishing & Placing Topsoil	250	Cu. Yd.	6.00	1,500
6.	Plant Mix Bituminous Base Includes Asphalt Cement in Mixture	6,600	Ton	11.50	75,900
7.	3/4"-0 Aggregate Base	15	Cu. Yd.	6.50	100
8.	Lime Treated Subgrade	8,770	Sq. Yd.	0.45	4,000
9.	Lime for Treated Subgrade	138	Ton	38.00	5,300
0.	Class "C" Asphalt Concrete Includes Asphalt Cement in Mixture	1,500	Ton	11.75	17,700
11.	Asphalt in Tack Coat	1.25	Ton	120.00	150
12.	10" Non-Reinforced Extra-strength Concrete Storm Drain Pipe	300	Lin. Ft.	6.50	2,000
13.	Concrete Inlets Type II	6	Each	175.00	1,100
14.	4" Concrete Walks	1,900	Sq. Yd.	6.50	12,400
15.	6" Concrete Driveways	300	Sq. Yd.	9.00	2,700
16.	Concrete curbs Type "C"	100	Cu. Yd.	65.00	6,500
17.	Asphalt Concrete Curbs	1,100	Lin. Ft.	1.25	1,400
18.	Asphalt Concrete Driveways	650	Sq. Yd.	4.00	2,600
19.	Adjusting Manholes	4	Each	100.00	400
20.	Adjusting Inlets	4	Each	75.00	300
21.	Adjusting Boxes	13	Each	50.00	650
22.	Signing				
	Regulatory	2	Each	50.00	100
	*Directional				
23.	*Pavement Striping	---	Lump Sum	500.00	500
	Sub-Total				$ 158,900
	Construction Engr. & Contingencies 20%				31,800
	Sub-Total		(Lin. Ft.)	(119.00)	190,700

13th Street Extension
Mission Street - Bellevue Street

COST ESTIMATE
(Continued)

	Item	Quantity	Unit	Unit Price	Amount
*	Illumination				
	400 Watt Sodium Vapor Illuminaires	29	Each	95.00	2,760/yr
	35' Metal Poles Davit-Type	25	Each	65.00	1,640/yr
					4,400/yr
	Traffic Signal Installation Complete	1	Lump Sum	40,000.00	40,000
	Traffic Signal Revision	1	Lump Sum	2,000.00	2,000
*	Shelton Ditch Bridge	5,580	Sq. Ft.	20.00	112,000
*	Right-of-way				
	Southern Pacific	101,144	Sq. Ft.	2.00	202,300
	Settecase	15,231	Sq. Ft.	3.00	45,700
	Settecase & Riebel	5,284	Sq. Ft.	3.00	15,900
	Gulf Oil	324	Sq. Ft.	3.00	1,000
	Chefys	21	Sq. Ft.	3.00	70
	Total Right-of-way				265,000
	Project Total				$ 614,100

NOT IN ELIGIBLE F.A. ITEM

- 4,400
= 609,700

NOTES:

1. Directional Signing Plan and estimate to be prepared by O.S.H.D. See Narrative Report.
2. Pavement Striping to be done by City of Salem forces.
3. Illumination is to be installed by Portland General Electric Company, and paid for on a monthly rental basis. Costs for one year are included in the estimate. If purchased outright, the estimated cost would be $20,000 plus maintenance.
4. Shelton Ditch Bridge estimate is very preliminary. Can be refined as type of structure and detailed design are developed.
5. Right-of-Way cost for Southern Pacific deducts that portion of the Settecase property which is to be traded to Southern Pacific.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 24, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 28 1974
☑ ENGR. ☑ COOR. ☐ ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SUBJECT Mission St. S. E.-Bellevue St. S. E.
12th & 13th Sts. S. E.
F.A.U.S. 3074 & 5051
Marion County
Prefix: 324-1043

Richard Unrein, Urban Engineer, County-City Section, requested a condition survey be made on the subject section. Testing, both soils and deflection, has been completed, and below are the recommendations from the test results:

New Work

Resistance (R) Value	=	5
Traffic Coefficient	=	10.1
Crushed Base Equivalent Requirement	=	34.0"

Actual Thickness			Credit
2.0"	Asphaltic Concrete (Final Application)	=	4.0"
1.5"	Asphaltic Concrete (Class C) Wearing Surface (Immediate)	=	3.0"
10.5"	Asphaltic Concrete Base	=	21.0"
6.0"	Lime Treated Subgrade	=	6.0"
20.0"	Totals		34.0"

Over Existing Roadway

Deflection measurements were made on 12th and 13th Streets S. E., and the test results indicate that no additional strength is required at this time. The existing portland cement concrete has been overlaid with a thin lift of asphaltic concrete which has picked out badly in many areas. We recommend a one and one-half inch Class C asphaltic concrete overlay be placed to improve rideability and anti-skid characteristics of the section.

CJG:af
cc: H. S. Cox (2)

246

R

January 21, 1974

Mr. B. T. Van Wormer
Director of Public Works
Department of Public Works
555 Liberty Street, SE
Salem, Oregon 97301

Dear Mr. Van Wormer:

Mission Street-Bellevue
FAUS 3074 and 5051

The air quality study for the 13th Street extension project is under way and, according to the best estimate, should be ready for inclusion in the final environmental report prior to February 1, 1974. The balance of the report is camera-ready and the graphics are already printed.

However, there is a larger issue that will delay normal progression of the project. This is the completion and approval of the Oregon State Highway Division's Action Plan. At present, the narrative to the Plan is being printed and will be circulated to the public and various State and Federal agencies. It must go through a period of review and public hearings which, according to the best estimates, will take at least 60 days from the time it is released for circulation (expected to be about January 28). Our understanding is that the Federal Highway Administration will not approve any location or design until they have approved the Action Plan.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
Gary Potter
S. H. Cox
SC:jp: ajw

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

December 28, 1973

Mr. Fred Klaboe
Administrator & State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: F.A.U. 13th Street Project Delay

Dear Fred:

Fred, can you help us? Your E.I.S. people feel they now need another 30 to 60 days to re-study our 13th F.A.U. statement in light of revised air quality standards. That 60 days in your shop mean to us a six months project delay! We shall miss by 2 months the 1974 summer construction season. (We already lost 90 days this fall from the E.I.S. review schedule)

Also, we'll miss out by 30 days on any un-used F.A.U. funds lapsing July 1, 1974. I know your E.I.S. people are swamped. I'm asking that you give us a "two week review" perhaps at the expense of other projects whose timing may have some slack. Ours does not.

Happy New Year!

Very truly yours,

Van

B. T. Van Wormer
Director of Public Works

BTV:skl

Attached: Detailed description of project elements and scheduling

cc: Don Bayard, Environmental Director
H. S. Cox, City-County Engineer
R. S. Moore, City Manager

NOTED
R. L. SCHROEDER

RECEIVED
JAN 4 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 31 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

528-6008

ATTACHMENT

The City of Salem held the required corridor - design public hearing on this project in May of 1973. The Hearing Transcript, Study Report and Preliminary Draft Final Environmental Impact Statement were submitted to the Highway Division in mid-August 1973.

Location-design approval was requested from the Federal Highway Administration (FHWA) during the first part of September. However, this approval cannot be granted until the final Environmental Impact Statement (E.I.S.) is fully approved.

At the time of submission of the draft final E.I.S. to the Highway Division, it was our understanding that approximately one month would be required to add the finishing touches and submit the final E.I.S. to the FHWA for approval. Under this schedule, location - design approval would have been reviewed by the end of 1973.

We have recently been informed that the State has lowered the allowable air quality standards, and that this portion of the E.I.S. will have to be re-evaluated. We also understand that this will cause an additional 30 - 60 day delay in submitting the E.I.S. to the FHWA, due to higher priority projects. Since location - design approval is dependant upon an approved final E.I.S., the earliest we can expect to receive location - design approval is May of 1974.

As you know, location - design approval is prerequisite to the commitment of right-of-way and construction funds. We had hoped to be able to start construction on this project during 1974 and assist the Highway Division in obligating some additional Federal Aid Urban funds that may otherwise lapse. However, with the various delays this project has suffered, this does not appear to be possible.

We are requesting that special consideration be afforded this project in the completion of the Final Environmental Impact Statement and location - design approval. Final approval on these items are necessary before a right-of-way program can be approved, which in turn will obligate appropriated funds on this project which would otherwise lapse on July 1, 1974.

324-1943 FAU

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 30, 1973

TO George Wills
FIELD LOCATION ENGINEER

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

SUBJECT Bellevue St. - Mission St. Section
Salem FAU 3074

Urban Engineer, Richard Unrein, Resident Engineer, Loren Weber and I met with Salem City Engineer, Ed Sigurdson and Ralph Lambert, Doug Van Dyke, and Dave Van Dyke of his staff. It was determined the Shelton Ditch vicinity map cannot be completed until highwater receeds and profiles are obtained. The tentative schedule is to complete the entire survey by December 31, 1973 or at the latest, very early in January 1974.

GW/ek
cc: Walt Hart
Loren Weber
Dick Unrein

Note to Loren Weber: Attached is a copy of the authority for survey indicating $4,500 available for the City portion. The attached billing, which I have approved with your concurrence, indicates an expenditure through November 21, 1973 of $11,328.52. It would be appropriate to submit a second authorization. Please do so.

RECEIVED
COUNTY & CITY SECTION
DEC 3 - 1973
ENGR. ... UE ... UE
UPE CE RE RPE

8346

R

August 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Hearing Certification for Project M-3074(1)
Mission St. SE - Bellevue St. SE (Salem) Sec.
13th Street Extension

I certify in behalf of the Oregon State Highway Division that a corridor/design public hearing was held by the City of Salem on May 22, 1973, in the Council Chambers of the City Hall relative to the proposed highway project on the Mission St. SE-Bellevue St. SE (Salem) Section of 13th Street Extension (F.A. Urban System Highway) in Salem, Oregon, and that the Highway Division and the City of Salem have considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

JG:dg

cc F. B. Klaboe
E. S. Hunter
L. H. Young
V. D. Wolfe
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

8246

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 29, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

RE: 10-35-DB
Oregon Project M-3074
Mission St.-Bellevue St. Section
13th Street S.E. (FAU 3074)
Bikeway Plan Coordination

Dear Mr. Green:

Attached in response to your memorandum of June 18, 1973, is the City of Salem's justification for the inclusion of an 8-foot sidewalk/bikeway in the subject project as a participating item.

We concur that the proposed sidewalk/bikeway is a justified segment of an overall planned bikeway network.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein

Richard Unrein
Urban Engineer

RU:lat
Att.

cc: R. L. Schroeder
C. O. Fredrickson
L. H. Young
D. R. Byard
J. D. McClure

RECEIVED
AUG 30 1973

NOTED
R. L. SCHROEDER

7AU

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

August 22, 1973

The Oregon State Highway Division
State Highway Building
Salem, OR 97310

Attention: Mr. Richard Unrein
City/County Section

RECEIVED
COUNTY & CITY SECTION
AUG 28 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Gentlemen:

SUBJECT: 13th Street Extension (F.A.U.S. 3074)
Mission Street to Bellveue Street
Bikeway Justification

This letter is in response to your letter of June 26, 1973 concerning a proposed sidewalk/bikeway along 13th Street. The Federal Highway Administration in reviewing the draft of the Environmental Impact Statement favored such a facility, however, in order to qualify for federal aid participation they need to know how it ties into the City's overall bikeway plans.

The following maps are attached showing bikeways in the City of Salem:

Bikeway Plan

This map shows schematically bikeway routes which have been approved by the City of Salem and State Highway Division.

Principle Bikeways and Foot Path Trails

This map shows those approved routes listed on the first map and also some proposed extensions.

Traffic Ways and Parking Proposals

This map schematically shows a pedestrian and bikeway system in the downtown area as proposed in the Central Salem Development Program. The bikeways shown in red are revisions to the system subsequent to the printing of the C.S.D.P. Report. These include a bikeway along the Pringle Creek Parkway and along the west side of 12th Street from the Pringle Parkway northerly to Court Street.

The proposed sidewalk/bikeway along the 13th Street extension will be compatible with these other nearby routes. A portion of the

13th Street bikeway from Mill Street South to the Pringle Parkway intersection is needed so that bicycles traveling these routes can safely cross 12th Street at a signalized intersection. In addition, 13th Street to the south of Mission Street is highly used by bicyclist (especially commuters) even though it is not a route on the approved bikeway system.

The future improvement of Mission Street will probably include a bicycle path. This path would connect bicycle path systems at Minto Island Park, Bush Park, and Cascade Gateway Park. Bicycles are currently discouraged from using Mission Street due to the high traffic volumes and lack of right-of-way for the development of bicycle facilities. The bikeway along 13th Street would connect the possible future Mission Street route to the Willamette University and State Capital systems.

As another consideration, the Salem City Council by Ordinance No. 183-71 (copy attached) allows the riding of bicycles on sidewalks except in that area bounded by and including: Front Street on the west, save and except the bridges, Cottage Street on the east, Union Street on the north, and Trade Street on the south. This in effect means that all sidewalks in the City, outside of the above described area, are bike routes. The sidewalks along the 13th Street extension, therefore, are automatically bike routes.

In the vicinity of this project bicycle safety at street crossings will be considered in the final design process. The bicycle crossings at both 13th and Mission Streets and 12th and Pringle Creek Parkway will be at signalized intersections. In addition, drop curbs and bicycle ramps will be installed at the various intersections to provide for easy bicycle travel from the street to the separated sidewalk or bikeway. These ramps will be designed to guide the bicyclists through the intersections in the safest direction.

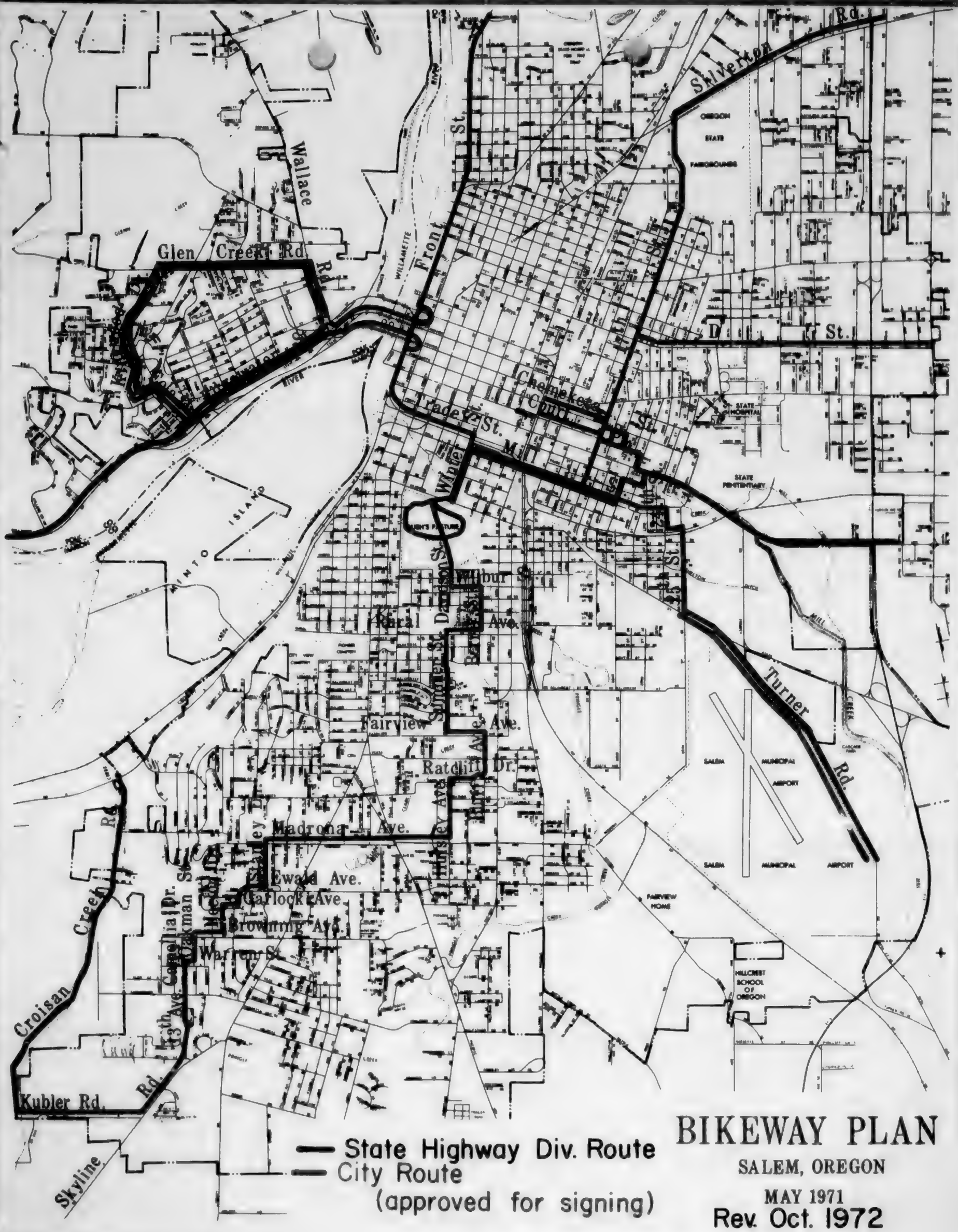
We hope this information provides the necessary justification for the proposed sidewalk/bikeway along this project. If more information is needed, please let us know.

Very truly yours,

B.T. Van Wormer

B.T. Van Wormer, PE
Director of Public Works

pl3/2
cc: Edward Sigurdson, City Engineer
Doug Van Dyke, Traffic Engineer
Ralph Lambert, Project Engineer



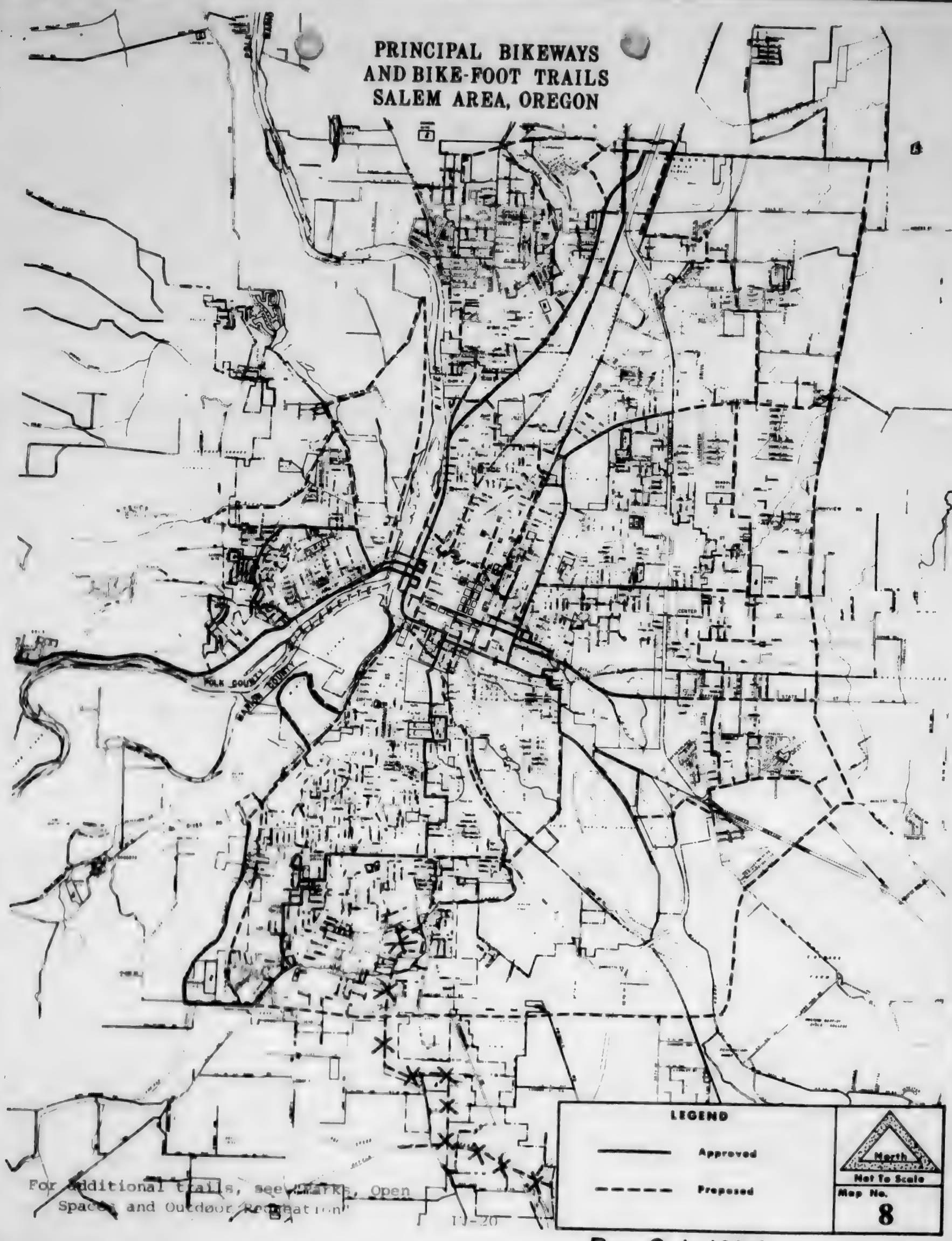
BIKEWAY PLAN

SALEM, OREGON

MAY 1971

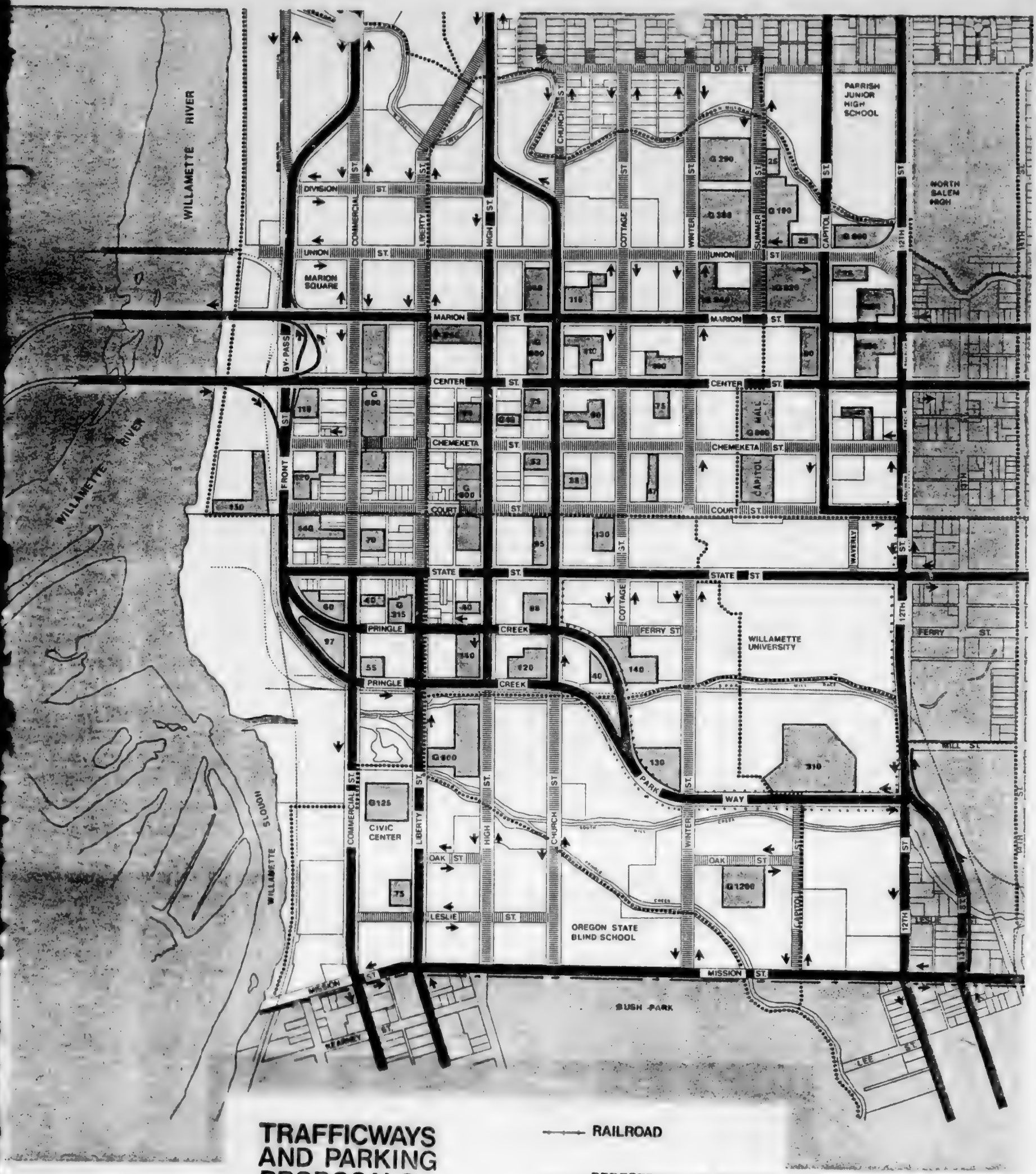
Rev. Oct. 1972

PRINCIPAL BIKEWAYS AND BIKE-FOOT TRAILS SALEM AREA, OREGON



For additional trails, see Parks, Open Spaces and Outdoor Recreation

Rev. Oct. 1972



TRAFFICWAYS AND PARKING PROPOSALS

MAJOR STREET

SECONDARY STREET

RAILROAD

PEDESTRIAN AND BIKEWAY

600 PARKING (spaces)

G 140 GARAGE (spaces)

From:
Central Salem
Development Program

Dec. 1971

BILL NO. 183 (Am)

A BILL FOR

ORDINANCE NO. 183 71

AN ORDINANCE relating to bicycles; adding new provisions to Chapter 101 of the Salem Revised Code; amending Sections 101.010, 101.020, 101.060 and 101.070; and repealing Section 101.080 thereof.

BE IT ORDAINED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

Section 1. That Section 101.010 of the Salem Revised Code is hereby amended to read as follows:

101.010. REGISTRATION OF BICYCLES. Every owner of a bicycle who resides within the City of Salem, Oregon, shall be entitled to register said bicycle with the finance department by making application and paying a one dollar ($1.00) fee.

Section 2. That Section 101.020 of the Salem Revised Code is hereby amended to read as follows:

101.020. REGISTRATION APPLICATION. Application for registration of a bicycle shall be made on a form provided by the finance department of the City, and shall, among other things, contain the name and address of the owner of the bicycle. Upon registration and payment of the one dollar fee, the owner of the bicycle shall be assigned a registration number, which number shall be permanently placed on the bicycle by a dye stamp process.

Section 3. That Section 101.060 of the Salem Revised Code is hereby amended to read as follows:

101.060. RIDING MOTORCYCLES ON SIDEWALKS OR IN PARKS. It shall be unlawful for any person to ride a motorcycle upon any sidewalk or in any public park in the city; provided, that this section shall not apply to paths duly constructed for that purpose.

Section 4. That Section 101.070 of the Salem Revised Code is hereby amended to read as follows:

101.070. MOTORCYCLES NOT TO BE LEFT ON SIDEWALKS. It shall be unlawful for any person to leave a motorcycle either standing or lying down upon any sidewalk.

Section 5. That Chapter 101 of the Salem Revised Code is hereby amended by adding thereto the following new sections:

101.090. TRAFFIC LAWS APPLY TO RIDING BICYCLES. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic laws of this city applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws which by their nature can have no application.

101.100. RIDING BICYCLES ON SIDEWALKS. (a) It shall be unlawful to ride a bicycle upon a sidewalk within that area bounded by and including Front Street on the west, save and except the bridges, Cottage Street on the east, Union Street on the north and Trade Street on the south.

(b) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian.

101.110. RIDING ON STREET AND BICYCLE PATHS. (a) Every person operating a bicycle upon a two-way street shall ride as near to the right-hand side of the street as practicable, and on a one-way street, he shall ride to the extreme curb side of the traffic lane and with the direction of travel designated for that lane. If the curb lane is designated for "left turn" or "right turn" only, and the operator is not intending to turn, he shall operate in the through lane.

(b) Persons riding bicycles upon a street shall not ride more than one abreast except on paths or parts of highways set aside for exclusive use of bicycles.

(c) Whenever a usable path for bicycles has been provided adjacent to a highway, bicycle riders shall use such path and shall not use the highway.

101.120. SPEED. No person shall operate a bicycle at a greater speed than is reasonable and prudent under the conditions then existing.

101.130. CARRYING ARTICLES. No person operating a bicycle shall carry a package, bundle or article which prevents him from keeping at least one hand upon the handle bars and having unhindered vision.

101.140. RIDING ON BICYCLES. (a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at any one time than the number for which said bicycle is designed and equipped.

101.150. PARKING OF BICYCLES. It shall be unlawful for any person to leave a bicycle upon any sidewalk, except in a bicycle rack. If no rack is provided, he shall leave the bicycle so as not to obstruct any roadway, sidewalk, driveway or building entrance; nor shall any person leave a bicycle on public or private property without the consent of the person in charge or the owner thereof.

Section 6. That Section 101.080 of the Salem Revised Code is hereby repealed.

PASSED by the Common Council this 22nd day of November, 1971.

SIGNED by the Mayor this 23rd day of November, 1971.

Wm. N. Miller
Mayor of the City of Salem

ATTEST:

CITY RECORDER

FAU

RIGHT OF WAY AND RELOCATION

MISSION STREET S.E.-BELLEVUE STREET S.E. SECTION
(13th STREET S.E. EXTENSION)
SALEM, MARION COUNTY, OREGON

5-18-73

RECEIVED
COUNTY & CITY SECTION
MAY 18 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

The additional right of way necessary for the proposed project will not require the displacement of any residential dwellings or non-profit organizations. There are no commercial buildings included in the proposed right of way, but three commercial properties will be directly affected by the proposed right of way acquisition and some business occupants may be displaced.

An explanation of the right of way acquisition process is contained in a leaflet, "Acquiring Land For Highways." This leaflet contains information regarding public hearings, the appraisal procedure, the definition of market value, procedures of handling payments for property, an explanation of eminent domain, and the address of the District Right of Way office.

Another leaflet, "Moving Because of the Highway?" is also available. It explains the 1970 Uniform Relocation Act relating to the benefits available to relocatees on a project. The benefits include payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payments for incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both of these leaflets will be included in the minutes of this meeting and will become a part of the official transcript of the hearing. These leaflets are available this evening and I recommend that you take a copy of both of them with you.

The time required for right of way acquisition and relocation on this project is estimated at 6 to 9 months from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days after the beginning of negotiations for relocation of any displaced businesses. No owner occupant will be required to move until he has been paid for his property or the money has been deposited in the registry of the court.

The right of way program for this project will by under my supervision. My office is located in the East Salem Highway Building. The address and phone number are included in both of the leaflets that are available here this evening.

6246

May 16, 1973

Columbia Region Association of Governments
6400 S.W. Canyon Court
Portland, Oregon 97221

Lane Council of Governments
135 6th Avenue East
Eugene, Oregon 97401

Mid Willamette Valley Council of Governments
19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

As you know we are currently proceeding under the Congressional "Urban System" allocations for fiscal year 1972 and fiscal year 1973. The allocation to Oregon was $800,000 for each year.

If projects are not advanced to the stage where the Federal Highway Administration approves the plans, specifications and estimates (P.S. & E.) within two years following the year of the allocation, the funds will lapse. Unused funds for fiscal year 1972 will, therefore, lapse July 1, 1974 and fiscal year 1973 funds will lapse July 1, 1975.

Four projects have been approved by the Highway Commission and the Federal Highway Administration. Those of you who are concerned with the following projects should do everything possible toward progressing the project to the P.S. & E. to avoid losing the funds. These projects are:

1. 89th Avenue-106th Avenue (Portland)
   Section - FAU 1073

2. S.W. Stephenson Street-S.W. Lower
   Boones Ferry Road (Lake Oswego)
   Section - FAU 1017

3. Mission Street-Bellevue Street
   (Salem) Section - FAU 3074

4. 29th Avenue-Alder Street (Eugene)
   Section - FAU 5104

It is possible that they will not advance quickly enough to obligate fiscal year 1972 funds before the lapsible date.

It now appears that Congress, in the 1974 Highway Bill, will continue Federal Aid Urban System funding at an increased rate. In order for these funds to be properly utilized, Councils of Governments in urbanized areas should now be considering and selecting projects which qualify for federal aid in order that preliminary engineering can begin immediately. If major right of way acquisition is necessary, or if any right of way involves a 4F determination (such as park land), the lead time can easily lengthen to three years or more.

Each urbanized area in the State should, as soon as possible, submit additional Urban System projects for consideration. These projects can be advanced to the preliminary engineering stage and funds currently available can, therefore, be obligated prior to the lapsible date.

We urgently solicit additional Urban System projects at this time to insure the full use of existing allocated funds. Bar charts showing the time involved from project inception to P.S. & E. approval of the FHWA, for two of the above projects, are included to illustrate the necessary lead time.

Mr. Richard Unrein of our County-City Section is available to work with you at your request.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment
cc: League of Oregon Cities
Association of Oregon Counties
Clackamas County
Multnomah County
Washington County
Marion County
Polk County
Lane County
City of Gladstone
City of Lake Oswego
City of Milwaukie
City of Oregon City
City of West Linn
City of Gresham
City of Portland
City of Beaverton
City of Hillsboro
City of Tigard
City of Salem
City of Eugene
City of Springfield

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
H. S. Cox
L. H. Young
V. E. Skoog

FUNDS ALLOCATED to PROJECT REQUEST to HIGHWAY COMM. APPROVAL to FHWA APPROVAL OF P.E. to DRAWINGS to NEARING COMPLETE to STUDY REPORT to FINAL E.I.S. to LOC./DESIGN APPROVAL to R/W COMPLETE to P.S.&E.

6/ 11/ 9/ 11/ 9/ 11/ 9/ 11/ 9/

FY 1972 FUNDS LAPSE

CONTRACT ADVERTISED

FY 1973 FUNDS LAPSE

MISSION ST. - BELLEVUE ST. (SALEM) SECTION - FAU 3074

KEUFFEL & ESSER CO 473 R.O.

6/71 1/72 9/72 1/73 7/73 1/74 7/74 1/75 9/75 1/76

FUNDS ALLOCATED TO

PROJECT REQUEST TO

HIGHWAY COMM. APPROVAL TO

FHWA APPROVAL OF R.E. TO

DR[illegible].I.S. TO

HEARING COMPLETE TO

STUDY REPORT TO

FINAL E.I.S. TO

LOC. DESIGN APPROVAL TO

R/W COMPLETE TO

R.S. & E.

FY 1972 FUNDS LAPSE

FY 1973 FUNDS LAPSE

CONTRACT ADVERTISED

B72 AVE. - 106TH AVE. (PORTLAND) SECTION - FAU 1073

5/73 L.D.

8346

bc: R. L. Schroeder
L. H. Young
F. L. Hall
Victor D. Wolfe
Gary Waltenbaugh
C. O. Fredrickson
P. V. Riedl, FHWA

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. B. T. Van Worner
Director of Public Works
City Hall
Salem, Oregon 97301

April 25, 1973

Attn: Mr. Ed Sigurdson

Re: Mission St.-Bellevue St. (Salem) Sect.
13th St. S.E. (FAUS 3074
Public hearing data

Dear Mr. Van Worner:

We have received your notification to hold a corridor-design hearing on May 22, 1973 for the subject project.

A suggested format for the hearing officer to use in conducting the hearing has been furnished to Mr. Ralph Lambert. Copies of the registration cards, right-of-way leaflets, and FHWA Order No. 5620.1 may be obtained by contacting this office.

You will be interested to know that representatives of the State Highway Division and the Federal Highway Administration will attend the hearing.

After the ten days have elapsed for receiving additional written statements, please send this office three copies of a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all notices, advertisements, newspaper articles, and correspondence in connection with the hearing.

2. A statement giving the time, date, and place of any informal meetings or informational hearings held prior to the time of the formal hearing.

3. A statement that the City has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds that the project is compatible with the urban area's planned transportation system.

NOTED
R. L. SCHROEDER

4. A statement that the City does request the State Highway Division to seek location and design approval of the project from the Federal Highway Administration.

5. Three copies of the project proposal as presented at the formal hearing for which location and design approval is sought.

In conjunction with the above items we are requesting that the City prepare and submit a Study Report for the project as described in paragraph 10b of PPM 20-8. Should you need any assistance we will be glad to arrange for someone from our Location Section to meet with you.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein

Richard Unrein
Urban Engineer

RU:ljt

8246

R

RECEIVED
APR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES
April 12, 1973

RE: STATUS OF FEDERAL AID URBAN SYSTEM PROGRAM.

This program has been funded for two fiscal years (1972 & 1973) at identical funding levels. There is good likelihood that a sizeable portion of these funds may not be obligated with the FHWA within the time restraints. The 1972 funds must be obligated by June 30, 1974 and the 1973 funds by June 30, 1975.

These Urban System funds were allocated entirely to the local level of government in the Eugene, Portland, and Salem urbanized areas through their COG's.

Major factors placing these funds in jeopardy are:

(1) COG's were slow in submitting systems and in selecting inaugural projects. (It took CRAG 11 months to select two initial projects for Urban System funding.)

(2) Local governments were slow in submitting project requests following COG approvals (Clackamas and Multnomah Counties took five months in submitting their 49th Avenue-Kerr Road project following CRAG approval.)

(3) All four projects received to date are Major Actions requiring full environmental impact statements, public hearings, and right-of-way acquisition. (These items all require considerable time, especially when working with local governments.

All four projects have advanced to the approved preliminary engineering program stage. The status of FY 1972 funds is as follows:

AREA	1972 FEDERAL FUNDS	OBLIGATED	% OBLIGATED	UNOBLIGATED
EUGENE	$ 112,459	$ 6,300	5.6%	$ 106,159
PORTLAND (2 projects)	607,099	50,400	8.3%	556,699
SALEM	75,138	10,800	14.4%	64,338
	$ 794,696	$67,500	8.5%	$ 727,196

No further obligation of funds can take place for these four projects until the projects receive location/design approval.

NOTED
E. S. HUNTER

PROJECT STATUS:

EUGENE (30th Avenue-Amazon Parkway)

The City of Eugene is presently drafting their E.I.S. and 4f determination. A public hearing will be held late this summer and hopefully location/design approval will be granted in early 1974. All right-of-way required is City park right-of-way. Approximately $145,000 in Federal funds should be obligated for construction prior to June 30, 1974.

PORTLAND (Foster-Woodstock Couplet)

The City of Portland's draft E.I.S. has just been submitted to the Environmental Section for processing. A public hearing will be held this summer and hopefully location/design approval will be granted by the end of this year. Approximately $170,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $125,000 should be obligated for construction prior to June 30, 1975.

PORTLAND (49th Avenue-Kerr Road)

Clackamas and Multnomah Counties will soon begin preliminary engineering and preparation of a draft E.I.S. A public hearing will be held late this year and hopefully location/design approval will be granted by the spring of 1974. It appears that some right-of-way will be required and approximately $30,000 in Federal funds could be obligated by June 30, 1974 for right-of-way. Approximately $855,000 for construction should be obligated by June 30, 1975.

SALEM (13th Street Extension)

The draft E.I.S. has been approved and the City of Salem will hold a public hearing on May 22, 1973 and hopefully location/design approval will be granted by December, 1973. Approximately $120,000 in Federal funds should be obligated for right-of-way prior to June 30, 1974. Approximately $180,000 for construction should be obligated by June 30, 1975.

If the projects proceed as outlined above, approximately $262,000 in FY 1972 Urban System funds will be lost. The following conditions could greatly affect this figure:

(1) The 4F determination could delay location/design approval for the Eugene project for a considerable time. Also, this project is to be constructed in conjunction with a TOPICS project in which Federal TOPICS funds are presently insufficient.

(2) There is the possibility that the 49th Avenue-Kerr Road project will face considerable objection from the local community, while on the other hand if right-of-way is not required, construction could be undertaken prior to June 30, 1974.

(3) Presently only $150,276 in Federal funds has been allocated to the Salem area which will only fund about one-half of the 13th Street Extension project.

(4) CRAG has limited Urban System projects to the use of FY 1972 funds only, and has not approved of the use of FY 1973 funds.

As can be seen this program is in jeopardy of losing funds. Administration review of this program appears to be in order.

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
R. N. Bothman
L. W. Rulien
C. O. Fredrickson
A. Shirley

ENGR. ✓ SURV. ✓ CE ✓ AE ✓ UE
✓ LPE ✓ CE ✓ RPE ☐

May 26, 1972

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

The City of Salem is hereby authorized to proceed with preliminary engineering for the Mission Street-Bellevue Street (Salem) Section project on 13th Street S.E. in accordance with the project agreement of May 19, 1972. It is understood that the City will submit its advance deposit of $3,400 on or before July 1, 1972.

Attached is an approved "Authority for Survey" for this project. Please reference your records to Survey Prefix 324-1943(9xx) and Project No. M-3074(1). If you anticipate any overruns, please contact Mr. J. B. Boyd regarding approvals of overrun.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
for
H. S. Cox
County and City Engineer

MU:ljt

Att.bc: R. L. Schroeder
L. H. Young
Victor Wolfe
V. E. Skoog
J. B. Boyd

Check for $3,400 Rcd. by Accounting
7-19-72 KL

RECEIVED
MAY 25 1972
FOR FILING

Urban Sys.

May 22, 1972

City of Salem
City Hall
Salem, Oregon 97301

Attention: Miss Betty J. Marsh
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 44184

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on Mission Street-Bellevue Street Section of 13th Street, S.E.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 5-36

FILE

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-8-72

BY (Signature): MR. YOUNG'S APRIL 14, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1	M-3074(1)	0.0	17,000	10,800	MISSION ST. SE TO BELLEVIEW ST. SE (SALEM)	PRELIMINARY ENGINEERING

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED

DATE: _____ SIGNATURE AND TITLE: _____

APPROVED

DATE: 5-8-72 SIGNATURE AND TITLE: FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO. 5-36

DATE SUBMITTED TO W.O. MAY 8 1972

FORM PR-1 (REV. 4-61) 4-14-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (18)(20): 1

PROJECT LOCATION (45 typewriter spaces) (21): City Street Salem (Mission St. to Belleview St.) (68)

ADT — PRESENT *: 16,000 / 15,000 (68)

FUTURE *: 29,800 / 41,200 (70)

YEAR: 92 (71)(72)

REGION: 10

STATE NAME: Oregon (12)

STATE CODE: 35

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26): Preliminary Engineering (62)

NATL. FOREST (63)(65)

FH ROUTE NO. (66)(69)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)(72)(73)

EMERG. YR.: B-2

PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (S) (14): M- (23)

NUMBER (7): 3074 (1)

SEQ. NO.

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Marion

CODE: 047 (14)(16)

NAME OF URBAN AREA (17-31): Salem

225

ROUTE NO. U

FEDERAL-AID: 3074 (32)

STATE: City St. (36)(37)

U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	(1-4)(5)	(10)	(41)	(42)	(43-46)	(53)		(54)(58)	(59-66)	(67-76)			
1							City Street Salem (Mission St. to Belleview St.)						
5	10			1	PE	3			17,000	10,800	3,100	3,100 (City)	Preli ing - futur coupl 3 - 1 70' s with way)
5					ROW		"Mission St. S.E.-Belleview St. S.E. (Salem)"		(190,000)				ROW - Acces pa Park co
5					CONST (CODE)				(278,000)				
							PROJECT TOTALS		17,000	10,800	3,100	3,100 (City)	REMARKS

(16) (23)(24) (33)

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ RW ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

CARD 1 / CODE 1 — PREPARED BY

CARD 1 / CODE 14 — PROGRAM APPROVAL DATES

MAY 8 1972

FHWA OREGON DIVISION

*Top figures north of Belleview St., bottom figures south of Belleview St. (Based on FAU 1250 being complete at same time.

USCO

FA

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-36

MAY 8 1972

FORM PR-1 (REV. 4-61)

4-14-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

City Street Salem (Mission St. to Belleview St.)

ADT — PRESENT: 16,000 / 15,000 — FUTURE: 29,800 / 41,200 — YEAR: 92 — REGION: 10 — STATE NAME: Oregon — STATE CODE: 35 — APPN CODE: W32 — ITEM NO.: 1

I Projects Only

WORK (35 typewriter): y Engineering — NATL. FOREST — FH ROUTE NO. — SUPV AGCY — DA CLASSIF. — DA AREA — EMERG. YR.: B.2 — PL. AUTH YR. — PROJECT NUMBER: PREFIX LETTER(S): M- — NUMBER: 3074(1) — SEQ. NO. — POST MI. — DESIG.

Urban System

COUNTY NAME: Marion — CODE: 047

Salem

ROUTE NO. U — FEDERAL-AID: 3074 — STATE: City St. — U.S. — PROGRAM STAGE: [ ] 1 OR [X] 2

225

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	City Street Salem (Mission St. to Belleview St.)		17,000	10,800	3,100	3,100 (City)	Preliminary Engineering - all phases (for future one way couplet ultimate 3 - 12' each way, one 70' str. (40' H.C.) with 5' SW & 8' Bikeway)
ROW		"Mission St. S.E.-Belleview St. S.E. (Salem)"		(190,000)				ROW - 60' normal; Access Control - partial; Parking Restrictions-complete.
CONST (CODE)				(278,000)				
		PROJECT TOTALS		17,000	10,800	3,100	3,100 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

PREPARED BY

REMARKS

PROGRAM APPROVAL DATES

8 1972

*Top figures north of Belleview St., bottom figures south of Belleview St. (Based on FAU 1250 being complete at same time.

-over-

OREGON DIVISION

USCOMM DUSCOMM-DC 40988-P61

MISSION STREET S.E.-BELLEVIEW ST. S.E. (SALEM)

PROJECT M-3074(1)

Existing Highway Facility:

13th Street - North of Leslie Street 30' street section with 5' sidewalks.
South of Leslie proposed location only.
12th Street - 46' street section with 5' sidewalks.

Project Data: Preliminary engineering - all phases, for future northbound leg construction on 13th Street S.E. to provide an ultimate 3 - 12' lanes with 5' sidewalks and 70' structure (40' H.C.) to complete a one way couplet with 12th Street S.E. as the southbound leg.

The City of Salem will accomplish portions of the field engineering with the balance of the field and PS & E phase accomplished by State Forces. The necessary State-City agreement is being processed as a separate action.

Public Hearing: Opportunity for hearing will be offered and held if requested.

State Clearinghouse: Approval received March 21, 1972.

District 3 Clearinghouse: Approval date March 30, 1972.

System Action, Railroad, Airports, Water Developments, Historical and Recreational Areas: None involved.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes. This particular block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedure required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Data for PR-37 Form:

Field Engineering	$4,500	City
	7,500	State
	$12,000	
P.S. & E Preparation	$ 5,000	

8246

RECEIVED
APR 17 1972

FOR FILING

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 14, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project M-3074(1)

We are submitting program data for one Urban System preliminary engineering project Item No. 1, Project M-3074(1), Mission St. S.E.-Belleview Street S.E. (Salem), which we desire to have included in the Federal-aid Urban System Highway Program.

Enclosed are copies of State and District 3 Clearinghouse approvals dated March 21, 1972 and March 30, 1972 respectively.

We request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval.

A State-City agreement is being processed to provide for certain portions of the field engineering phase to be accomplished by the City of Salem's engineering forces with such work being eligible for Federal participation. FHWA memo of March 28, 1972 concurred that the City of Salem was adequately staffed and capable of performing said engineering.

We will request further authorization to proceed with the PS & E phase of the preliminary engineering for the project as soon as location/design approval is granted.

Enclosures

RNC:js

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

4-14-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): City Street Salem (Mission St. to Belleview St.) 21 45

ADT — PRESENT ★: 16,000 / 15,000 — FUTURE ★: 29,800 / 41,200 (66) — YEAR: 92 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon — STATE CODE: 35 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): M- (14) — NUMBER: 3074 (1) (23)(27) — SEQ. NO. (1)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — NAME OF URBAN AREA: Salem 17-31

COUNTY NAME: Marion — CODE: 047 (14)(16)

ROUTE NO. U — FEDERAL-AID: 3074 (32) — STATE: City St. (36)(37) — U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(54)	(55)(59)			43 46	53			(56)	(67)		(76)
1							City Street Salem (Mission St. to Belleview St.)					
5					PE				17,000	10,800	3,100	3,100 (City)
5					ROW		"Mission St. S.E.- Belleview St. S.E. (Salem)"		(190,000)			
5					CONST (CODE)				(278,000)			
							PROJECT TOTALS		17,000	10,800	3,100	3,100 (City)

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Prelim ing - future couple 3 - 1 70' s with way)

ROW - Acces pa Parki co

*Top figures north of Belleview St., bottom figures south of Belleview St. (Based on FAU 1250 being complete at same time.

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-14-72

ON NO. | V. O.

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT ★	FUTURE ★	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City Street Salem (Mission St. to Belleview St.)	ADT	16,000 15,000	29,800 41,200	92	10	Oregon	35	W32	1

OF PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eliminary Engineering								M-	3074 (1)			

ERAL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Marion	047	1 OR X 2

AN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Salem	U	3074	City St.	

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		City Street Salem (Mission St. to Belleview St.)		17,000	10,800	3,100	3,100 (City)	Preliminary Engineering - all phases (for future one way couplet ultimate 3 - 12' each way, one 70' str. (40' H.C.) with 5' SW & 8' Bikeway)
		ROW		"Mission St. S.E.-Belleview St. S.E. (Salem)"		(190,000)				ROW - 60' normal; Access Control - partial; Parking Restrictions - complete.
		CONST (CODE)				(278,000)				
		PROJECT TOTALS				17,000	10,800	3,100	3,100 (City)	

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*Top figures north of Belleview St., bottom figures south of Belleview St. (Based on FAU 1250 being complete at same time.

-Over-

USCOMM DUSCOMM-DC 48808-P61

MISSION STREET S.E.-BELLEVIEW ST. S.E. (SALEM)

PROJECT M-3074(1)

Existing Highway Facility:

13th Street - North of Leslie Street 30' street section with 5' sidewalks.
South of Leslie proposed location only.

12th Street - 46' street section with 5' sidewalks.

Project Data: Preliminary engineering - all phases, for future northbound leg construction on 13th Street S.E. to provide an ultimate 3 - 12' lanes with 5' sidewalks and 70' structure (40' H.C.) to complete a one way couplet with 12th Street S.E. as the southbound leg.

The City of Salem will accomplish portions of the field engineering with the balance of the field and PS & E phase accomplished by State Forces. The necessary State-City agreement is being processed as a separate action.

Public Hearing: Opportunity for hearing will be offered and held if requested.

State Clearinghouse: Approval received March 21, 1972.

District 3 Clearinghouse: Approval date March 30, 1972.

System Action, Railroad, Airports, Water Developments, Historical and Recreational Areas: None involved.

Unusual Circumstances: Included as part of this project is the necessary widening of 13th Street S.E. from Leslie Street to Mission (one short block) to 40' which is necessary to provide 3 traffic lanes. This particular block of the couplet was set up as Urban System Route 5051; therefore, to eliminate the complications of a separate project for this minor work along with all the extra accounting procedure required, we are including said work as an incidental part of this project as being required for the overall operation of Urban System Route 3074.

Data for PR-37 Form:

Field Engineering	$4,500	City
	7,500	State
	$12,000	
P.S. & E Preparation	$ 5,000	

☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

MEMO TO R. N. CHASE

Date April 7, 1972

URBAN SYSTEM PROJECT PROGRAMING REQUEST

CITY: SALEM SECTION: Mission St. S.E.-Bellevue St. S.E. (Salem)
13th St. S.E. (FAUS 3074 & 5051)

PROPOSED WORK: All phases preliminary engineering necessary to prepare project for contracting. City of Salem will perform field phase of preliminary engineering, State will perform final phase of preliminary engineering.

COSTS:	TOTAL	FEDERAL	STATE	CITY
*P.E.	17,000	10,800	3,100	3,100
R/W	(190,000	120,700	34,650	34,650)
Construction	(278,000	176,700	50,650	50,650)
TOTAL	$485,000	$308,200	$88,400	$88,400

*FIELD - $12,000 *P.S.& E. Preparation - $5,000

EXISTING FACILITIES:

13th St.: 30' c-c (2 lane) w/5' PCC sidewalks southerly of Leslie St. Non-existing northerly of Leslie St.

12th St.: 46' c-c (4 lane) w/5' PCC sidewalks.

13th Street via Leslie St. is northbound leg of 12th-13th St. Couplet. 12th St. southerly of Leslie St. is southbound leg.

PROPOSED PROJECT: Extension of 13th St. and the couplet northerly to the intersection of Bellevue St. and 12th St. Construct 40' c-c (3 lane) section on 13th St., widening to 52' c-c (4 lane) near Bellevue St. Construct 40'x 70' structure over Shelton Ditch. Construct 5' sidewalk and 8' bikeway. Install required traffic signals, illumination, and signing. Revise and upgrade existing traffic signals. Perform other minor work. Acquire right-of-way.

PROJECT NO.: M-3074( )
ADDITIONAL R/W: Yes, as part of project.
SYSTEM ACTION: None required. Urban System approved 8/30/71.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Required
ROUTE DATA: FAUS 3074 & 5051
STATE CLEARINGHOUSE APPROVAL: 3/21/72
DISTRICT 3 CLEARINGHOUSE APPROVAL: 3/30/72
HEARING: Required
ACCESS CONTROL: Limited to location by City ordinance
PARKING RESTRICTIONS: Parking will be prohibited.
ADT: North of Bellevue 1972 - 16,000
1992 - 29,800
South of Bellevue 1972 - 15,000
1992 - 41,200

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 28, 1972

In reply refer to: 10-35-EC/
710.13

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
APR 3 - 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

SUBJECT: Urban System Program
City of Salem
Preliminary Engineering

We concur as requested in Mr. Cox's March 20 letter that the City of Salem Public Works Engineering Division is adequately staffed and suitably equipped to perform portions of the preliminary engineering for Urban System projects. Before any such work is done, however, it must be covered in a City-State agreement and in a program approved by this office. Subsequent to programing, this office would authorize the State to proceed with preliminary engineering which would include work by the City of Salem.

3-31-72
RETURNED TO
BY SALEM STATE HIGHWAY DIVISION

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Cox
3-31-72
R.N. Chase – J.B. Boyd
4-4-72

NOTED
TOM EDWARDS

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
MAR 23 1972
FOR FILING

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

3-23-72

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway Divison
Mission St., S.E.--Bellevue St.,
S.E., 13th St., S.E., Salem
PNRS #7203 2 030

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

March 23, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford

F.T. Lacey
J.B. Boyd

Sincerely,

NOTED
E. S. HUNTER

Cleighton Penwell

CP:nm

cc: Sam Haley, DOT

RECEIVED
MAR 21 1972
PROGRAMING SECTION

3-21-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURY

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
BEN GIFFORD
3/28

CH/FAU
Salem

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

March 20, 1972 (?)

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
ENGR. COOR. OE RE UE
UPE CE RE RPE

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway Divison
Mission St., S.E.--Bellevue St.,
S.E., 13th St., S.E., Salem
PNRS #7203 2 030

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:nm

cc: Sam Haley, DOT

c: March 23, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

RECEIVED
MAR 21 1972
PROGRAMING SECTION

3-21-72
REFERRED TO
Edwards - James
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BEN GIFFORD
/28

Form S-39

OREGON STATE HIGHWAY DEPARTMENT

FAU

AUTHORITY FOR SURVEY

Section MISSION ST., S.E. - BELLEVUE ST., S.E.

Highway 13th Street, S.E. (FAUS 3074 & 5051) Date March 1, 1972

County Marion Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Extend 13th Street from the intersection of Leslie Street on the south to the intersection of 12th and Bellevue Street on the north.

A-95 CLEAR 4-3-72

RECEIVED
COUNTY & CITY SECTION
MAR 16 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

Purpose of survey: Location survey to prepare plans and estimates for construction of 13th Street extension.

Estimate of cost:

Field	(901)	~~$500.00~~ 5,000
Plans	(905)	1,000
Bridge	(906)	3,500
Prelim Des.	(907)	300
R/W	(909)	1,000
Soils	(910)	800
Traffic	(911)	800
Liaison	(913)	1,000
Utility	(914)	300
Prelim Stud.	(918)	500
Spec's	(921)	500
Found Exp.	(926)	800
Hearings	(980)	1,500

(State $500 City $4,500)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 17,000

Previous authorization . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: E. J. Hall — Field Engineer

Recommended for Approval: Location — Division Engineer

Recommended for Approval: Victor O'Neale — Urban Engineer

Approved: E. J. Johnston Ass't — State Highway Engineer

State Printing

PROGRAM & PLAN, DIV.
P. E. APPR. 5-8-72
FED. - AID ✓ URBAN SYSTEM

BEN GIFFORD

3246

RECEIVED
MAR 1 - 1972
FOR FILING

R

February 28, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 3 — Mission Street S.E.-Bellevue St. S.E. Marion County

Federal Aid Urban System

The estimated date of filing for federal-aid funds on this project is ~~March~~ April 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. D. Albright
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One
01	12) PROJECT TITLE: Mission St. S.E.-Bellevue St. S.E., FAUS 3074 & 5051 District 3			(71
02	12) APPLICANT: State Highway Division (45	46) DIVISION: Dept. of Transportation (79		
03	12) APPLICANT ADDRESS STREET: State Highway Building (45	46) CITY: Salem (60	76) ZIP: 97310	80
04	12) CONTACT PERSON: L. H. Young (45	46) Area Code: 503 (48	49) Phone: 378 (55	56) Extension: 6563 (59
05	12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) This project entails all the necessary work and costs to extend the			(71
06	12) existing 12th Street-13th Street couplet northerly to Bellevue Street			(71
07	12) from its present northerly terminus at Leslie Street in the City of Salem.			(71
08	12)			(71
09	12)			(71
10	12)			(71
11	12) PROJECT LOCATION CITY: Salem (45	46) PROJECT LOCATION COUNTY: Marion (79		

12	FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12) (A) Grant (19: 291,000	20) (B) Loan (27	28) (C) State (35: 97,000	36) (D) Local (43: 97,000	44) (E) Funds (51	52) (F) Funds (60: 485,000

13	12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45	46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79
14	12) FEDERAL/STATE PROGRAM TITLE: Title 23 U.S.C. Highways, Sec. 103	(71
15	12) FEDERAL/STATE AGENCY NAME: Dept. of Transportation (45	46) FEDERAL/STATE SUB-AGENCY: Federal Highway Administration (79

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State	Interstate	County	City	School District	Special Unit	Community Action	Sponsored Organization	Other
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant	Cont. Grant	Suppl't. Grant	Increase Duration	Decrease Duration	Cancellation	Increase Dollars	Decrease Dollars
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

State Yes	State No	Regional Yes	Regional No	Local Yes	Local No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(D) Is Project Under A-95 Yes	(D) No	(E) Environmental Impact Yes	(E) No	(F) Housing Relocation Required Yes	(F) No
[X] 35	[ ] 36	[X] 37	[ ] 38	[X] 39	[ ] 40

(G) ESTIMATED APPLICATION FILING DATE:	41) Month 42)	43) Day (44	45) Year (46
	4	1	72

Section: Mission Street S.E.-Bellevue St. S.E. (Salem)

Highway: 13th Street S.E. (FAUS 3074 & 5051)

County: Marion

District: 3

Project Description (cont.)

This project entails all the necessary work and costs to extend the existing 12th Street-13th Street Couplet northerly to Bellevue Street from its present northerly terminus at Leslie Street. The major portion of the project will involve extending 13th Street from Leslie Street northerly across Shelton Ditch to the intersection of 12th Street and Bellevue Street. Perform all necessary engineering (preliminary and construction).

Acquire necessary right-of-way for 13th Street extension.

Provide 40-foot curb to curb street section on 13th Street, widening to a 52-foot curb to curb section near Bellevue Street.
Provide structure over Shelton Ditch with 40-foot roadway width.
Provide 5-foot sidewalk and 8-foot bikeway.
Provide required traffic signals and/or revisions to existing traffic signals.
Provide project illumination and signing.

Explanations:

12C: HIGHWAY FUNDS

12D: City of Salem Funds

17C: Urban System Program

17E: It appears at this time that the impact on the quality of human environment will be such that an environmental statement will be required. A draft environmental statement will be prepared and comments sought at a future date.

17F:

No one will be required to move from this project without at least 90 days prior written notice, and when required, will be relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing or have been offered decent, safe and sanitary comparable open housing, available for immediate occupancy as required by the Federal Relocation Act of 1970.

II: District Clearing House Action: Notified 2-28-72 Exempt by Agreement Yes ☐ No ☒

OREGON STATE HIGHWAY DIVISION

Sketch Map

MISSION ST. S.E.- BELLEVUE ST. S.E. SEC.

13TH ST. S.E. (FAUS 3074 & 5051)

MARION COUNTY

RECEIVED
FEB 16 1972
FOR FILING

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 22 Commission meeting will be the first request for a project under the new Federal Aid Urban System program.

The City of Salem is requesting a project to extend the existing 12th Street-13th Street Couplet northerly to Bellevue Street from its present northerly terminus at Leslie Street. This request has the approval of the Mid Willamette Valley Council of Governments. Federal participation will be sought for all phases of the project.

The State will do the design work, acquire the necessary right-of-way, award all contracts, and supervise the construction of the project. The City of Salem will do the field phase of the preliminary engineering and hold the necessary hearings. Urban System funds for this project are estimated at $485,000, with the State and City each paying approximately $97,000 of the cost.

Current Urban System funds available to the Salem area are insufficient to cover the total cost of this project; however, it is anticipated that ample funds will be available at the time of construction.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. I recommend your approval of the project and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
V. D. Wolfe
F. D. Morgan
L. E. George
H. S. Cox
W. J. Hart
J. B. Boyd
Gary Ross
Gary Sund

RU:ljt jf

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☐ UPE ☐ CE ☐ RE ☐ RPE

FAU

City of
SALEM, OREGON

DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

January 28, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Cox:

RE: Salem Federal Aid Urban System Project Request, extension of 13th Street from Mission Street to Bellevue Street

Enclosed herewith is one copy of our Federal Aid Urban System Project Request for the extension of 13th Street from Mission Street to Bellevue Street (FAU Route No. 3074).

On January 24, 1972, the City Council enacted Resolution No. 72-18 authorizing the city administrator to apply for this project.

Attached is a copy of Resolution No. 72-18, plus a copy of the minutes of the Salem Area Transportation Study Coordinating Committee meeting of December 14, 1971, in which approval was given for selection of the 13th Street extension as Salem's first Federal Aid Urban System Project.

Since there is a considerable amount of right-of-way to be acquired on this project, we respectfully request that the State of Oregon act as our right-of-way agent and include this as part of the project agreement. This agreement should include provision whereby the City and State mutually agree upon the purchase price to be offered on the right-of-way prior to negotiating with the property owners.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

WES:ph

cc: R. S. Moore, City Manager
Wes Kvarsten, Director of Planning
Ed Sigurdson, City Engineer pro-tem
William Stark, Traffic Engineers

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ENGR. ☑ ... UE
UPE CE RE RPE

1-24-72

RESOLUTION NO. 72 18

WHEREAS, the Mid-Willamette Valley Council of Governments has selected as a priority public improvement, the extension of 13th Street from Mission Street to Bellevue Street; and

WHEREAS, said improvement is available for funding under the Federal Aid Urban System Program; and

WHEREAS, said improvement has been approved by the Salem Area Transportation Study as the City of Salem's first Federal Aid Urban System Project; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the city administrator take the necessary steps and cause the filing of the appropriate documents to qualify and obtain approvalfor the extension of 13th Street from Mission Street to Bellevue Street under the Federal Aid Urban System Program.

ADOPTED by the Common Council this 24th day of January, 1972.

ATTEST:

CITY RECORDER

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

January 20, 1972

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To: Memo to File

SUBJECT: 13th Street Extension
City of Salem

At 3:00 p.m. on January 19, 1972, the following persons met in the Public Works office of Mr. B. T. Van Wormer:

B. T. Van Wormer
David Van Dyke, City Engineer
Bill Stark, Traffic Engineer
Rod Henry, District Right of Way Supervisor
Richard Unrein, County-City Relations
Richard Bladorn, County-City Relations
Ken Chatwood, Administrative Right of Way Agent

City officials wanted to know the procedure that must be followed to purchase highway right of way and comply with Federal regulations.

Mr. Henry and I explained and left copies of Federal Law 91-646, Federal Highway Administration IM 80-1-71, an Oregon Highway Relocation Manual, an Oregon Highway Appraisal Manual, and an Oregon Highway Right of Way Manual.

On this project I offered the services of the State Highway Right of Way staff to handle the right of way acquisition program. (Preliminary engineering calls for two takings, one improved with an apartment house.) Should the State be obligated to acquire the necessary parcels, the arrangement is to be detailed and incorporated in the State-City agreement.

Mr. Van Wormer will discuss the matter with the City Council and will handle whatever is decided with Mr. Richard Unrein, City Relations Engineer.

The Right of Way Section would like to review the wording regarding right of way in the State-City agreement before it is finally executed.

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. Chatwood
Administrative R/W Agent

KAC:lf

cc H. S. Cox Attn: Richard Unrein
J. B. Boyd
Rod Henry

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FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Salem, Oregon Date January 3, 1972
Federal Aid System Route No. FAU 3074 Route Name 13th Street
Project Name 13th Street Extension from Mission Street to Bellevue Street
Project Length 1300 lineal feet Project Location (Attached sketch map)
Project Description Construction of a bridge across Shelton Ditch will allow the extension of the 13th Street - 12th Street couplet northerly to the intersection of Bellevue Street. A four lane boulevard is proposed on Bellevue Street which will lead to the central business district and Willamette River Bridges. Twelth Street is proposed on a 6 lane facility North of Bellevue.

Average Daily Traffic 13,000(1970) (2-way section of 12th) Design Speed 35mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
South of Leslie St. None north of Leslie St. (see footnote).
Width 30' Travel Lanes 2 Shoulders none
Medians none Parking none
Sidewalks 5' Portland Cement Concrete
Other

2. Desired Roadway Cross Section: (Attach sketch) 13th Street-1way
Width 40'& 52' Travel Lanes 3 + turn lane Shoulders none
Medians none Parking none
Curbed yes Length Curb Radii 20' minimum
Sidewalk/Bikeway Portland Cement Concrete
~~Other~~ 5' sidewalk one side - 8' bikeway other side.
The 52' width will provide a left turn at the north end.

FOOTNOTES: 12th Street is a 4 lane - 2 way street 46 feet between curbs with 5 feet p.c.c. sidewalks north of Leslie Street. South of Leslie Street, 12th Street is one way southbound and 13th Street is one-way northbound. A new 13th Street alignment will be developed north of Leslie St. The existing improvement will be widened to 40 feet between Leslie and Mission Streets.

Description of Proposed Roadway Work Grading and paving with either crushed rock or deep lift base and curbs, sidewalks, drainage, etc.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet South of Leslie Street Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? Yes Explain There is no right-of-way on the proposed 13th Street alignment North of Leslie Street. A 64' to 76' width is required.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Right-of-way acquisition costs are to be included in this project. The City will determine within 60 days whether State or City will acquire right-of-way.

← SEE City forwarding LETTER for State acquire DECISION.

4. Will there be any persons displaced from their homes, farms or businesses? yes If so, explain An old apartment building is within the required right-of-way. It is currently occupied by a caretaker only.

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: At Mission Street only. 2 phase, fixed time and synchronized with the 12th Street - Mission Street signal.

2. Proposed Signalization:

Location At the Bellevue Street intersection.

Type Actuated
Phases 3
Type of Suspension Mast arms
Interconnected Yes
Other This signal will accommodate traffic flow onto the proposed Bellevue Street boulevard.

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? By city forces at city expense

IV. ILLUMINATION DATA

1. Present Illumination and Location: 7,000 lumen at Leslie St. & 13th St. and at Bellevue & 12th Streets.

2. Proposed Illumination:

Location 120 foot spacing
Type 21,000 Mercury vapor luminaires

55,000 Mercury vapor luminaires at intersections
To be leased from P.G.E.

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type

Size
To Remain in Place?

2. Proposed Structure:

Location 13th Street extension north of Leslie Street over Shelton Ditch

Is a particular type of structure and design desired? Long life permanent structure

Approximate size of proposed structure 70' clear span x 40' curb to curb.
Are sidewalk/bikeways desired? Yes 5' sidewalk & 8' bikeway

Are any utilities to be attached to structure? yes

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? 50 foot clear channel must be maintained on Shelton Ditch (Corps of Engineers design)

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? No

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
The initial portion of the preliminary engineering, survey and design to be accomplished by the Department of Public Works - Engineering staff.

2. Applicant's Estimated Cost for Requested Project:

Roadway Work Includes construction engineering	$ 98,000
Right-of-Way Costs (If participating)	191,000
Traffic Control	48,000
Illumination complete underground & ornimental poles	21,000
Structures includes construction engineering	100,000
Railroad	---
Other Utility adjustments	---
Preliminary Engineering (City & State share) 6% (Includes all Eng., Survey, & Drafting accomplished prior to bid call)	27,500
PROJECT TOTAL	$ 485,500

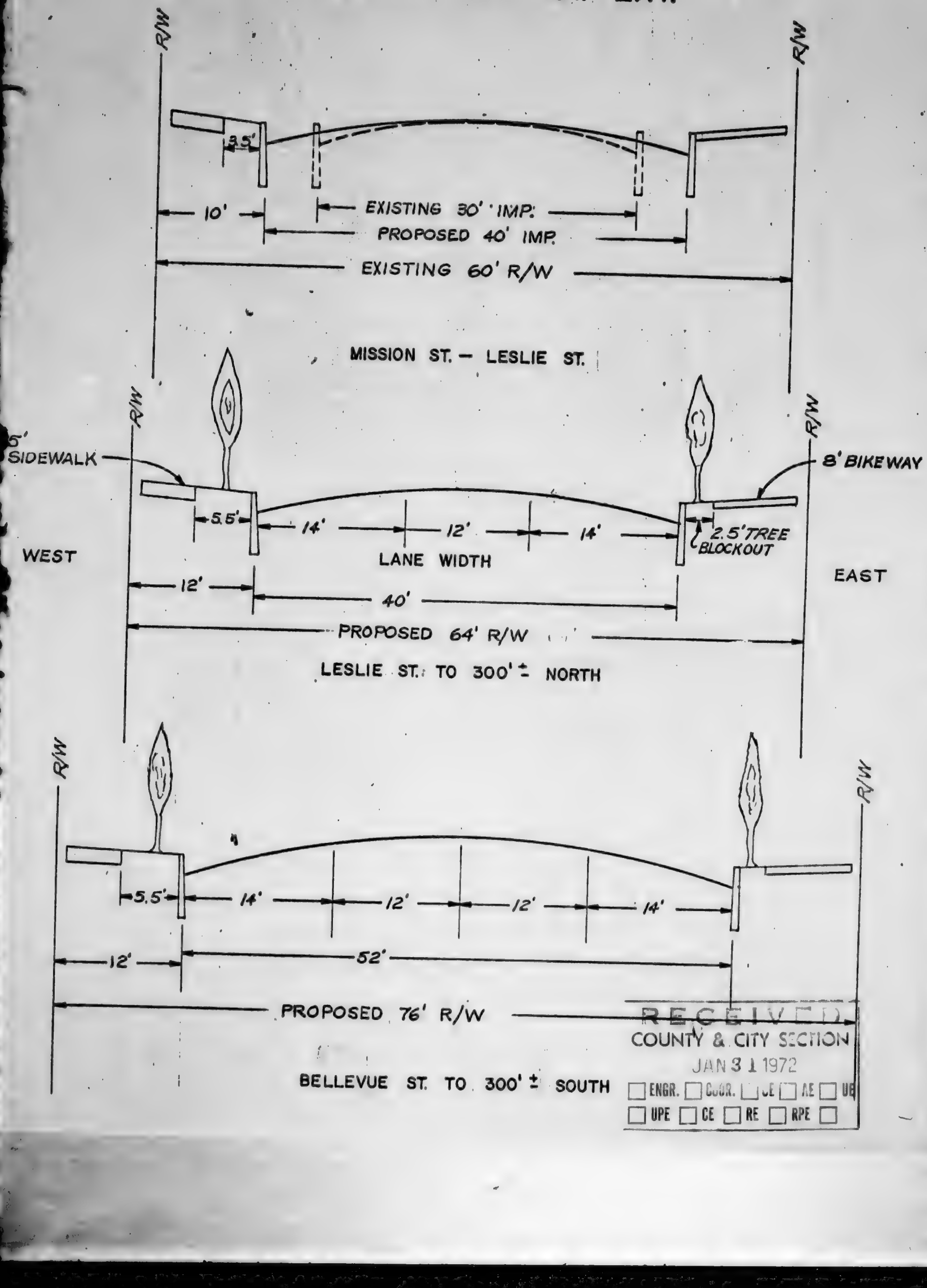
FOOTNOTES: Majority of needed R/W to be purchased from Southern Pacific Company (R.R.). The southerly 400 feet of the project is a street widening.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Salem, Oregon
By
By R. T. Van Wormer

County
By
By
By

PROPOSED 13TH ST. E.T.



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WILLAMETTE
Project Area
13TH Street Extension
FAU 3074
RECEIVED
COUNTY & CITY SECTION
SALEM

8247 Aumsville (N. 5th St.) Sec. 1975
City Street
(Grading and paving)

CIA 5197 1-30-75

SCA Aumsville

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 119018

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3/8/76	cc 1551	

CREDIT DISTRIBUTION

324-1726-295 - $ 102.92

CODE: AUMSVLC New

- City of Aumsville
- Attn: Mrs. Virginia Sheldon, City Recorder
- City Hall
- Aumsville, Oregon 97325

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment Program N. Fifth Street, Contract No. 8247			
Covered by Agreement dated 1/21/75			
City's advance deposit to Hwy. As per attached statement			2,400.00
Final Cost		27,212.97	
Agreed State's share		24,710.05	
Agreed City's share			2,502.92
BALANCE DUE STATE			$ 102.92

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MAR 9 - 1976
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Request for Outside Billing

(Or Advice of Cash Transaction)

...-191—(11-71)
...-724

...ess invoice to: City of Aumsville
City Hall
Aumsville, OR 97325

...ntion of Mrs. Virginia Sheldon
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1551

Date February 19, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

...cription and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Program
N. Fifth Street, Contract No. 8247

Covered by Agreement dated 1/21/75

...emized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		$2,400.00
		As per attached statement	$27,212.97	
		Final Cost	24,710.05	
		Agreed State's share		$2,502.92
		Agreed City's share		$ 102.92
		Balance Due State		

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,400.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:

324-1470-295 $193.13
324-1726-295 $2,309.79

Submitted by: Fred Hildebrandt
F. Hildebrandt, Engineer Specialist

Approved: Richard Unrein
R. Unrein Urban Regional Engineer

Approved: Gary M. Hoskins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Date February 19, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1975

Contract # 8247 Prefix 324-1726 Survey Prefix 324-1470

Street N. Fifth Street

City Aumsville

Payments to Contractor (see attached voucher)	$ 25,165.39*
Engineering and Contingencies	1,854.45
Survey: Total $ 2,583.50 Prorated Share	193.13
TOTAL	27,212.97
Agreed State Share	24,710.05
Agreed City Share	2,502.92**
City Advance Deposit	2,400.00
Balance Due State	$ 102.92

Reference: Outside Billing cc 1551

*Includes $15.82 interest
**includes the cost of concrete curbs
$27,019.84-$25,000.00=$\frac{2,019.84 \times 2,583.50}{27,019.84}$ =$193.13 (P.E. Costs)

RU

FISCAL YEAR

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

123 P S

WARRANT NUMBER 28231

	VOUCHER DATE	TOTAL AMOUNT
North Santiam Paving Co. P.O. Box "A" Stayton, OR 97383	12/15/75	$ 3,971.02

Cont. # 8247	Est. # 3F	Principal	$ 3,955.20
		Interest	15.82

dk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.438

CHECKED - Acctg. Control

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR 75-76

WARRANT NUMBER

PAYEE

North Santiam Paving Co.
P. O. Box "A"
Stayton, OR 97383

VOUCHER DATE	TOTAL AMOUNT
12/4/75	$ 3955.20

CONTRACT NO.	ESTIMATE NO.
8247	3F

PERIOD COVERED: 8-15 to 10-15-75

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ✓ Ralph F. Bochsler certify that I am ✓ President of an Oregon Corporation North Santiam Paving Co. that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

(Signature)

FORM B1-734-1020

Cont. 8247
3rd Notif. Date
11-6-75

STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
MARION	8247	3	
HIGHWAY	**FEDERAL AID PROJECT NO.**		
CITY STREET			
SECTION			
AUMSVILLE (N FIFTH ST)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	9% GENERAL EXCAVATION	LUMP SUM	3500.0000	100.000	3500.00	3500.
002	9% 1½-0 AGGREGATE BASE, 6 INCHES THICK	SQ YDS	1.1000	2,644.500	2908.95	2905.
003	9% LIME TREATED SUBGRADE	SQ YDS	.9500	2,703.270	2568.11	2511.
004	9% LIME FOR TREATED SUBGRADE	TONS	50.0000	30.000	1500.00	1500.
005	9% CLASS C ASPHALT CONCRETE,3 INCHES THICK	SQ YDS	2.5000	2,640.720	6601.80	6606.
006	9% CONCRETE INLETS TYPE CG-1	ONLY	300.0000	5.000	1500.00	1500.
007	9% CONCRETE DRIVEWAYS	SQ YDS	12.3500	31.730	391.87	391.
008	9% CONCRETE CURBS	LIN FT	2.5500	905.800	2309.79	2309.
009	9% ADJUSTING MANHOLES .	ONLY	85.0000	3.000	255.00	255.
	PRICE AGREEMENT ITEMS					
30101	9% 12" STORM SEWER	LIN FT	4.7000	513.000	2411.10	
30102	9% TYPE 1 INLETS/8 GRATES CITY OF SALEM	EACH	175.0000	2.000	350.00	
	FORCE ACCOUNT ITEMS				852.95	787
901	9% EXCAVATE BELOW ELEVATIONSSHOWN					

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

TOTAL CONTRACT ITEMS	24296.52	21,4
5 % RETAINED ON CONTRACT ITEMS		1,07
FORCE ACCOUNT	852.95	78
TOTAL PAYMENTS	25,149.57	21,19

DATE 12-23-75 DC, AJ 8247

PREVIOUS VOUCHER NO. 15206

CHECKED BY: JP/cb

HIGHWAY DIVISION

YMENT VOUCHER

COUNTY: MARION | CONTRACT NO.: 8247 | ESTIMATE NO.: 3 | PREFIX NO'S.:

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: AUMSVILLE (N FIFTH ST)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
EXCAVATION	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
GGREGATE BASE, 6 INCHES THICK	SQ YDS	1.1000	2,644.500	2908.95	2905.89	
EATED SUBGRADE	SQ YDS	.9500	2,703.270	2568.11	2511.63	56.48
R TREATED SUBGRADE	TONS	50.0000	30.000	1500.00	1500.00	
C ASPHALT CONCRETE,3 INCHES THICK	SQ YDS	2.5000	2,640.720	6601.80	6606.63	4.83-
TE INLETS TYPE CG-1	ONLY	300.0000	5.000	1500.00	1500.00	
RE DRIVEWAYS	SQ YDS	12.3500	31.730	391.87	391.87	
TE CURBS	LIN FT	2.5500	905.800	2309.79	2309.79	
ING MANHOLES .	ONLY	85.0000	3.000	255.00	255.00	)
E AGREEMENT ITEMS						
RM SEWER	LIN FT	4.7000	513.000	2411.10		2411.10
INLETS/B GRATES CITY OF SALEM	EACH	175.0000	2.000	350.00		350.00
E ACCOUNT ITEMS				852.95	787.58	65.37
TE BELOW ELEVATIONSSHOWN						
						)

GROSS RETAINAGE			
TREASURER DEPOSIT			
NET RETAINAGE			
TOTAL CONTRACT ITEMS	24296.62	21,470.33	2815.79
5 % RETAINED ON CONTRACT ITEMS		1,074.04	1074.04
FORCE ACCOUNT	852.95	787.58	65.37
TOTAL PAYMENTS	25,149.57	21,194.74	3955.20

PG. A1 8247

5206

P/cb

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OR	CURRENT MONTH	YEAR TO DATE	LIFE TO DATE
3RD ST-7TH ST RECONSTRUCT 2-19-76	322	1725	900	00		15,000.00	15,000.
			** JOB TOTALS **		**	15,000.00 **	15,000.
[illegible] LE (N 5TH ST) SEC	324	1726	201	00		1.16	21.
	324	1726	201	00 P		2.41	22.
	324	1726	206	00 R		25.00	
	324	1726	900	00	9.27	1,854.45	1.
			** JOB TOTALS **		9.27 **	27,819.24 **	27.
DETROIT (D AND PATTON STS)	324	1727	201	00			
	324	1727	201	00 P		17	37.
	324	1727	206	00			
	324	1727	900	00		7	7.
			** JOB TOTALS **		**	**	247.
SC10-NW 1ST ST	324	1728	206	00			
			** JOB TOTALS **		**	**	**
[illegible] CRK RD (DEPP/CP)	325	1707	900	00			
			** JOB TOTALS **		**	**	**
[illegible]ETTE 7TH ST	326	1740	201	00			
	326	1740	201	00 P			
	326	1740	206	00 R		1	1.
			** JOB TOTALS **		**	**	**
[illegible] (SACKETT)	326	1727	206	00			
			** JOB TOTALS **		**	**	**
MAJOR CLASS 17 TOTALS					43,704.57	337,963.00	439,731.
ROW	327	1702	911	00 0			3.
	327	1702	913	00			2.
	327	1702	925	00 0			777.
	327	1702	930	00			144.
	327	1702	940	00 0			679.
	327	1702	940	00 0			44.
			** JOB TOTALS **		**	**	409.
RIDES	327	1703	900	00			20,948.
	327	1703	900	00 0			217,017.
			** JOB TOTALS **		**	**	237,965.
[illegible] AIRPORT	328	1704	900	00		2,249.00	22,178.
	328	1704	900	00 J		78.00	78.
	328	1704	900	00 0			3,072.

	324	1469	905	00						
	324	1469	910	00						1,2 3.19
	324	1469	914	00						3 1.46
	324	1469	921	00						78.24
			** JOB TOTALS **			**		**		148.80
11TH ST (ALBANY)	324	1470	901	00						5,713.40 **
	324	1470	905	00	3.07		1,002.70			1,002.70
	324	1470	910	00	81.59		739.70			739.70
	324	1470	914	00	38.76		667.96			667.96
	324	1470	920	00	2.25		2.25			2.25
	324	1470	921	00	29.75		29.75			29.75
			** JOB TOTALS **		70.38		71.14			71.14
D ST & PATTON ST (DETROIT)	324	1471	900	00	185.79	**	2,583.50	**		2,583.50 **
	324	1471	901	00	.72		.72			.72
					41.76		850.16			850.16

TOTAL TO DATE JOB COST SUMMARY

JUNE 1975 PAGE 481

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		YEAR TO DATE		GRAND TOTAL TO DATE	
	324	1471	905	00		157.83		757.43		757.43	
	324	1471	907	00		.36		.36		.36	
	324	1471	910	00		12.67		306.80		306.80	
	324	1471	914	00		.75		.75		.75	
	324	1471	920	00		30.81		30.81		30.81	
	324	1471	921	00		42.77		166.05		166.05	
			** JOB TOTALS **			287.67	**	2,112.08	**	2,112.08	**
MARQUAM STREET (MT ANGEL)	324	1472	901	00		5.91		2,123.46		2,123.46	
	324	1472	905	00		222.36		684.12		684.12	
	324	1472	910	00		14.53		294.67		294.67	
	324	1472	914	00		.25		.25		.25	
	324	1472	921	00		100.71		100.71		100.71	
	324	1472	923	00		.21		74.20		74.20	
			** JOB TOTALS **			343.97	**	3,227.41	**	3,227.41	**
TROUTDALE (SE 8TH ST)	326	1495	295	00				159.68		159.68	
	326	1495	296	00				159.68CR		159.68CR	
	326	1495	901	00		4.85		75.28		2,430.56	
	326	1495	905	00		.20		7.95		544.46	
	326	1495	910	00				20.56		116.73	
	326	1495	918	02						2.15	
	326	1495	920	00						21.77	
	326	1495	921	00				122.33		359.89	
			** JOB TOTALS **			5.05	**	226.12	**	3,465.56	**
4TH STR (HERMISTON)	330	1499	910	00						32.88	
	330	1499	918	00						1.00	
			** JOB TOTALS **				**		**	33.88	**

8247

13

December 10, 1975

Insurance Co. of North America
P. O. Box 7985
San Francisco, CA 94120

Gentlemen:

On December 5, 1975, we wrote to you concerning release of final payment on Contract No. 8247 awarded to North Santiam Paving Company for work on North Fifth Street in Aumsville in Marion County.

Final payment on this contract is $3,955.20 and the total contract amount is $25,149.57 including $852.95 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

sr

cc North Santiam Paving Co.
P. O. Box A
Stayton, OR 97383

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8247

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: AUMSVILLE (N. FIFTH ST.)		WEEK ENDING: AUGUST 15, 1975
		SECTION PREFIX: 324-1726
HIGHWAY: CITY STREET		COUNTY: MARION
NAME OF JOB: AUMSVILLE (N. FIFTH ST.	KIND OF WORK: GRADING & PAVING	
CONTRACTOR: NORTH SANTIAM PAVING CO.	CONTRACT NUMBER: 8247	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: JULY 2, 1975	DATE WORK STARTED: JULY 21, 1975	ESTIMATED COMPLETION DATE: AUGUST 15, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 32
PROJECT AUTHORIZATION: $25,045.39	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 43
EXCLUSIVE OF ENGINEERING: $22,858.02	ENGINEERING AUTHORIZATION: $2,187.37	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $22,858.02	ENGINEERING COST TO DATE: $2,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 91 %	DATE PROJECT WAS COMPLETED: AUGUST 15, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: 1 paver, 3 rollers, 3 trucks, 1 bulldozer, 1 blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Clear	1		
MONDAY 11	Clear	1		
TUESDAY 12	Clear	1		
WEDNESDAY 13	Clear	1		
THURSDAY 14	Clear	1		
FRIDAY 15	Cloudy	1		
SATURDAY 16	Cloudy	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 19 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
NDAY 10	No Activity
NDAY 11	Contractor continued pla cing and grading base rock also formed and poured inlets.
UESDAY 12	Contractor completed grading base rock.
13 WEDNESDAY	No Activity
THURSDAY 14	Contractor paved base course of AC.
15 FRIDAY	Contractor paved top lift AC as per plan and cleaned up project area. Project completed today.
SATURDAY 16	No Activity

REMARKS

PROJECT COMPLETE.

SIGNED [signature] LOCATION SALEM

BEN GIFFORD

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Robert W. Straub

July 22, 1975

Mrs. Emma Crouser
City Recorder
City of Aumsville
City Hall
Aumsville, Oregon 97325

Dear Mrs. Crouser:

Enclosed for your records is a copy of the plans and contract for the 1975 Special City Allotment project on N. Fifth Street.

This contract was awarded to North Santiam Paving Co. on July 2, 1975.

Your attention is directed to item nine, page two of the plans, "Install 12 inch sewer pipe by others", and item 105.07, page two of the contract and bond. This shall be your responsibility to place the sewer pipe at the time the contractor is in the area doing the grading work. Also on page two, item 104.05 provides "the City will furnish, place and maintain all detour signs."

Please feel free to contact this office if you have any questions.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

RH:geh

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ■ UE
☑ UPE ☐ OE ☐ RE ☐ RPE ☐

8247

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission xxxxxxxxxx

DATE June 18, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 458, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

in this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

Robert W. Straub

May 15, 1975

Mrs. Emma Crouser
City Recorder
City of Aumsville
City Hall
Aumsville, Oregon 97325

Dear Mrs. Crouser:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on N. Fifth Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 40-foot wide street, as shown on these preliminary plans, is currently estimated to cost $36,500. The State's share would be $25,000.

Recommended changes you suggest should reach this office by June 1, 1975 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

NARRATIVE REPORT

CITY OF AUMSVILLE

AUMSVILLE - 5th STREET

BACKGROUND & PURPOSE

The purpose of this Survey was to prepare Plans, Specifications and an Estimate of Cost to Grade, Surface and Pave plus Curb and Sidewalks on a 2 block section of Fifth Street from Main to Cleveland Streets. From the information on the application, there is some development to the North which has increased the volume of traffic to a measureable extent.

The application showed 25000 in available funds from the State to which the City is to add 11000 making the total $ 36000.00

ALIGNMENT

We found enough property corners to establish both Fifth Street as well as Church and Cleveland thus enabling us to establish Curb radial returns on all streets.

The Grade line is controlled by the Cross Streets as well as Curbs and surrounding terrain.

ESTIMATES

Our first estimate was prepared on the basis of the Surfacing design as shown in the application. The total cost of this was $ 44500 ± - $ 8500 in excess of the total amount available with the principal Costs being the Rock & Paving.

A check was made with Clarence Gregg who has been doing some work on the possible designs.

He had two possibles, one essentially the same as we had used- 12½ inches of Base and 3 inches of Paving.

The other is 6 inches of lime treated subgrade - 6 inches crushed base and the 3 inches of paving with the latter being a modified Class "C" Mix using the following Broad Band limits-

Pass	-	¾	- 100%
Pass	-	½	- 95-100%
Pass	-	¼	- 51-71 %
Pass	-	# 10	- 10-20%
Pass	-	# 200	- 2-6% (Including ½ to 1½% Portland Cement)
Asphalt	-		4-9 %

The advantages of the latter design are two fold (one) it decreases the excavation and (two)- the 6 inches of lime treated Subgrade is less expensive than a comparable amount of Crushed Base.

In addition, he feels that due to the character of the Soils in the area, the lime approach would be the better of the two.

The modified "C" Mix is designed to be more resilient than the normal mix, thus allowing for the flexing of the material below without fracturing the Pavement.

DRAINAGE

The present drainage is Surface with the exception of Cleveland Street where there is at present a Catch Inlet. The general flow is from West to East and South to North.

Since we are Installing Curbs, we will have to also Install 2 Catch Inlets at Church Street as shown on the plans.

The one in the S.W. Corner will then Catch both the drainage on 5 th Street from the South and Cleveland from the West. We than propose to take this across Cleveland. Install another Inlet and pipe across 5 th to run parallel with Cleveland toward 4 th where there is existing drainage.

We have shown the Inlets to be done as a part of the Contract and the pipes to be installed by the City. The reason for this is that after having talked to Mr. Crouser of the City he felt that probably it would be better for the Contractor to build the Inlets as this could be better integrated with the Curbs. Mr. Crouser said he has pipe on hand & will do the pipe Installation when the Grade has been cut down.

The advantage of the latter design are two fold (one) it decreases

There is another small drainage problem, this being mainly in the N.W. Quadrant of 5 th & Church where after Constructing the walks, there appears to be a small low area behind the work area.

Mr. Crouser thought we could random fill this or we can place a small pipe under the walk & and through the Curb.

In the latter case, he said he would furnish and lay the pipe.

Probably if the random fill approach is used, he will also have to do the work as it is outside the Right of Way limits.

BID ITEMS

The bid items seem to fairly standard with the exception of the following.

Class "C" Asphaltic Concrete

We have made our estimate on the basis of the mixture including the Asphalt.

To maintain control of the asphalt content I would suggest that we call for a high percentage of Asphalt (say 7%) as a basis for bidding with the provisions for adjustment if the actual percentage used varied from this by more than one percent either way.
The percentage of Asphalt used would be determined by the normal Rotarex Extraction process.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION North 5th St. (Aumsville) UNIT OR PART ALTERNATE (USING LIME TREATMENT) Sheet 1 of 1

HIGHWAY City Street PREFIX 329-1470 COUNTY Marion

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	All	-	3,158
2	111(a)	Temp. Prot. & Direct. Traffic	Lump Sum	All	-	500
3	111(b)	Temporary Signs	Sqr. Ft	126	9.00	1,134
4	111(c)	Temporary Barricades	Each	2	100.00	200
5	111(0)	Flagmen	Hour	40	11.00	440
6	202	Removal of Struct. & Obst.	Lump Sum	All	-	500
7	203(d)	General Excavation	Cu. Yd	560	2.60	1,456
8	222	Finishing Roadbed & Slopes	Lump Sum	All	-	150
9	233	Watering	M-Gals	24	5.00	120
10	304	1"-0 Aggregate Base	Cu. Yd	603	9.50	5,729
11	307(a)	Lime Treated Subgrade	Sqr. Yd	2,522	0.50	1,261
12	307(b)	Lime For Treated Subgrade	Ton	30	55.00	1,650
13	403	Class "C" Asphalt Concrete	Ton	425	23.00	9,775
14	408	3/4"-0 Aggregate in Prime Coat	Cu. Yd	21	10.00	210
15	408	Asphalt in Prime Coat	Ton	4	150.00	600
16	604(c)	Concrete Inlets, Type CG-1	Each	3	350.00	1,050
17	608(a)	Concrete Walks	Sqr. Yd.	287	8.20	2,353
18	608(b)	Concrete Driveways	Sqr. Yd.	57	11.20	627
19	609(a)	Concrete Curbs, Type C	Cu. Yd.	27	86.00	2,322
20	628(a)	Adjusting Manholes	Each	3	300.00	900
			Total Contract Items			34,738
		Engineering & Contingencies	(20%)			6,948
			Est. Total Cost			41,686

8947

R

January 30, 1975

City of Aumsville
City Hall
Aumsville, OR 97325

Attention: Emma Crouser
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5197

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of North Fifth Street from Cleveland to Main Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

October 9, 1974

Mrs. Emma Crouser
City Recorder
P. O. Box 227
Aumsville, OR 97325

Dear Mrs. Crouser:

It is planned to submit your proposed project on N. 5th Street, from Main Street to Cleveland Street, to the Transportation Commission for consideration of construction (1975) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $36,000 for a 40-foot curbed street. The State's share would be $25,000.

Should the Transportation Commission look with favor on your project, would the City of Aumsville be willing and able to pay all costs of the project in excess of $25,000.

Early receipt of a letter stating the City's ability and willingness to participate in this project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

James O. Butler
Cities Engineer

JOB:ljt

☑ ENGR. ☐ ASST. ☐ DE ☐ AI ■ UI
☐ UI R

S.C.A. Investigation Data

City of Avonsville Date 8-1-74 Div. 2
Population: 1969 580 1974 940
Street _____

No. previous projects 0
Last project — (year)
Total SCA funds $ 0.00
Funds/capita $ 0.00
Average/capita $ _____

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: 40 feet, Shoulder-shoulder width: _____ feet
C-C width: 40 feet, R/W width: _____ feet
Remarks: Streets carries lots of traffic - Very large (200 homes) subdivision uses 5th St to get to & from post office - Store etc.

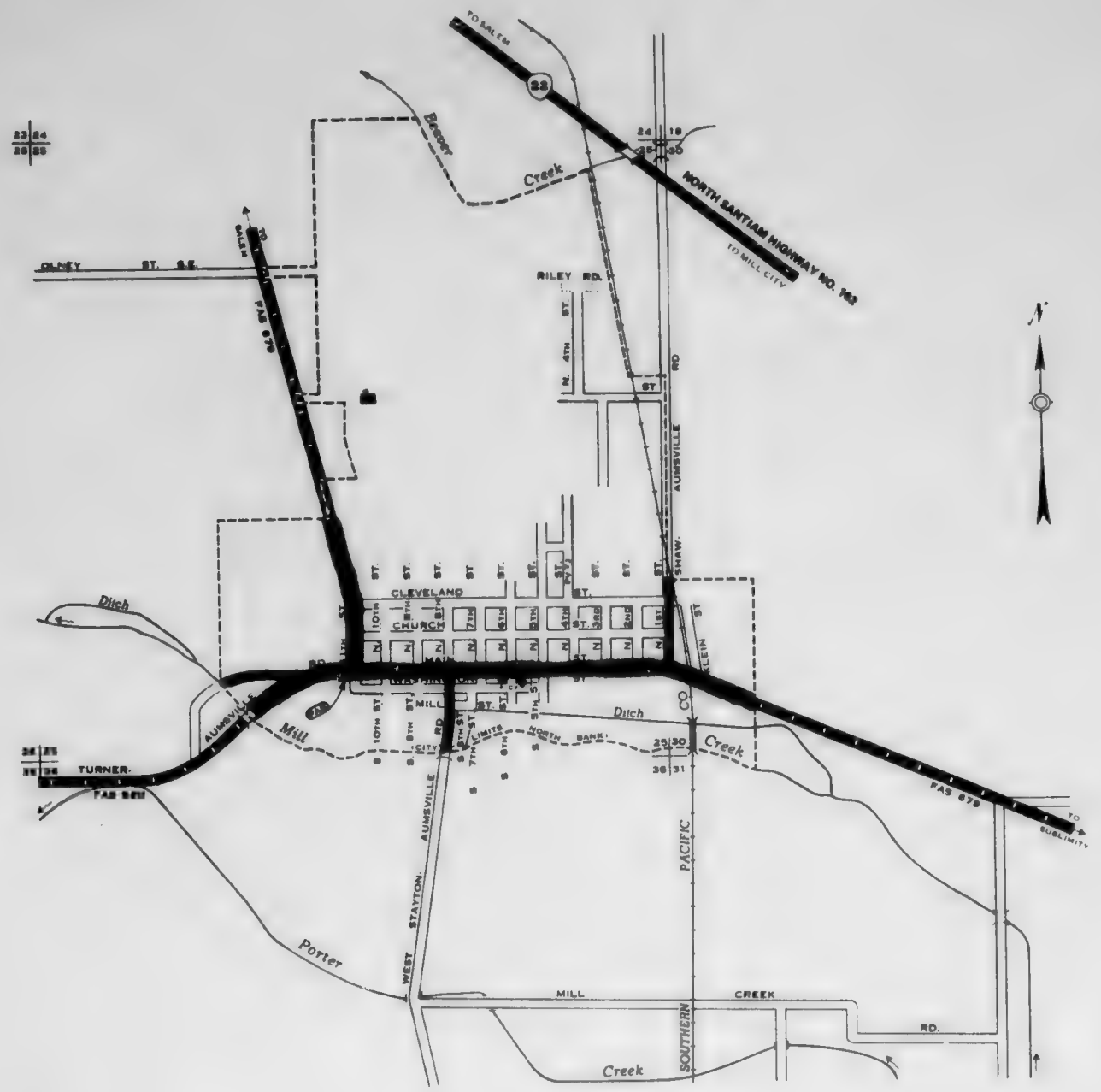
PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet, Type curb: _____
Remarks: M. Crouser (SI) - Says 2 blocks (Main-Cleveland) is OK for 1975 Program
Sidewalks will be by property owners Not part of project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total $ _____
Perm. signing ($100/intersection) _____
Flagging _____
Total $ _____
Engineering & contingencies (20%) _____
Total $ _____
City's estimated share of survey _____
TOTAL ESTIMATED COST $ _____



T8S R2W

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO.OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S.NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R.DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

AUMSVILLE

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

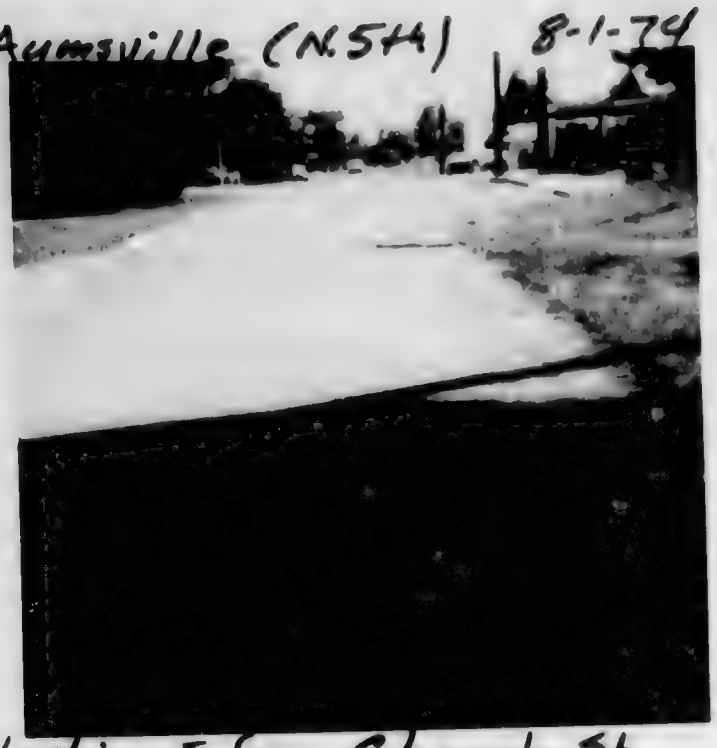
Population 500

Scale in Feet

Revised Aug. 1970

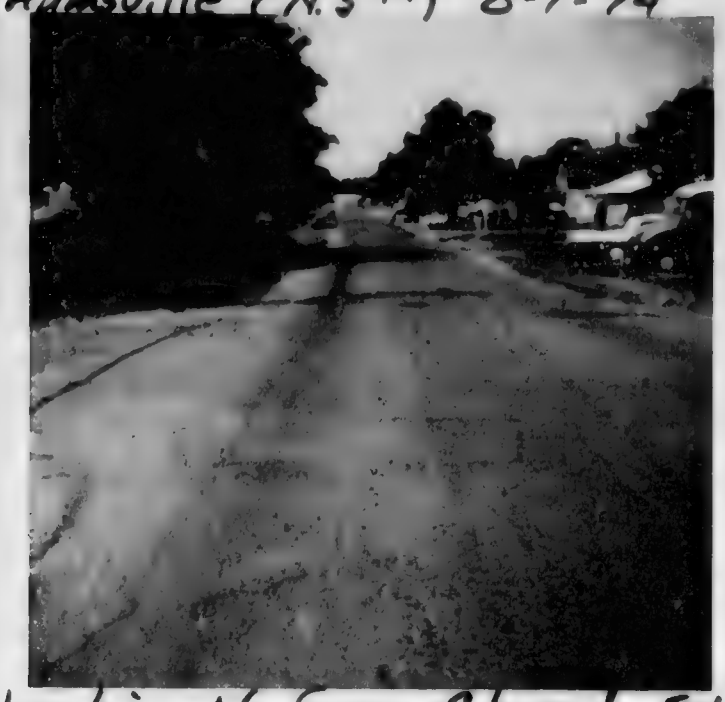
Co. Rds. in City 6-18-74

Aumsville (N. 5th) 8-1-74



Looking S. from Church St.

Aumsville (N. 5th) 8-1-74

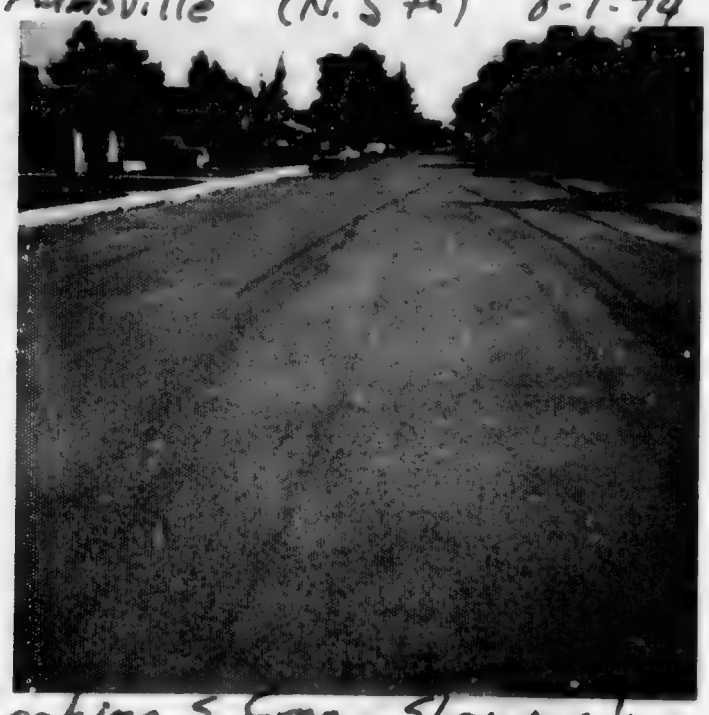


Looking N. from Church St

Aumsville (N. 5th) 8-1-74

Looking N from Shamrock

Aumsville (N. 5th) 8-1-74



Looking S from Shamrock

SCA

PROJECT DATA, CITY OF Aumsville, Oregon Date 6-29-74

To be financed by Special City Allotment Fund and necessary city funds.

Street name 5th
(Locate project on attached map.)

Project length _____

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 40 feet

Remarks 700 feet sidewalk & curb, grade preparation, base rock, key rock & paving; 820feet resurfacing only.

Surface now in place: Oil ____ Paving x Gravel ____

Present surface width: 40 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes x No x

Remarks one intersecting street is curbed; two intersecting streets are not curbed.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place Yes ____ No x

Width between present curbs: 40 feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes x No

Length of desired radius on curb returns: 20 feet

Does city desire special type of curbs? Yes ____ No x

Explain: _____

RECEIVED
COUNTY & CITY SECTION
JUL 11 1974
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes 1640' No 1400'

Present sidewalks, Length: 1640' feet; Width: 4 feet

Distance between present sidewalks: 41 feet

Are sidewalks to be constructed as part of project? Yes x No___

Width of sidewalks to be constructed: 4 feet

Are sidewalks to be constructed only on one side of street? Yes___ No x

Are sidewalks to be constructed on both sides of street? Yes x No___

Give: Length to be constructed and On which side of street

582 feet N.___ S.___ E. x W.___

432 feet N.___ S.___ E.___ W. x

Should sidewalks be placed against curbs? Yes x No___

Is utility strip required? Yes x No___; Width: 6 feet

Remarks Utility strip behind sidewalk

STORM SEWERS -

Now in place? Yes___ No___

If yes, are they adequate for increased flow? Yes x No___

Indicate depth of main lines from present surface: 3 feet

To be constructed by City? Yes x No___

To be constructed as part of project? Yes___ No___

(Show location of lines on city map.)

SANITARY SEWERS -

Now in place? Yes x No___ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: Min. 5 feet

Remarks ___

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? Min. 2 feet

Remarks Most water lines have 30" cover; min. cover is 24"

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? P P & L
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___ (on power poles)

Which company? Continental Telephone

Railroad tracks? Yes ___ No x

Which railway? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT

Grading? Yes ___ No x

Clearing? Yes ___ No ___ No clearing

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No ___ sidewalks and curbs only

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date _____

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

Excess material to be disposed within 1/2 mile.

General remarks: _____

By _____ Mayor

By _____ City Recorder or City Manager

By _____ City Engineer

T8S R2W

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
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- STREET OPEN FOR TRAVEL
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- INTERSTATE NUMBERED ROUTE (FAI)
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- A ARMORY
- L LIBRARY

AUMSVILLE

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 560

Scale in Feet

Revised Aug. 1970

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Aumsville is an incorporated city of the State of Oregon and has a population of 940 as given by the latest official census; and

WHEREAS, the following streets of said city,

N. 5th Street from Main Street to Clover Street

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

4. That the City of Aumsville does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate M. Crouser as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of March, 1974.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Aumsville at a regular or special meeting of said Council, held on the 18th day of March, 1974, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23rd day of May, 1974.

Emma Crouser
City Recorder

4. That the City of Aumsville does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate M. Crouser as the official representative of the city in all negotiations resulting from this request.

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Dated this 23rd day of May, 1974.

Emma Crouser
City Recorder

(cc-50, 1959 Rev.)

8248 McMinnville, Willamina, Sher- 1975
idan Area Safety Project
(Guardrail, attenuators & signing)

February 4, 1986 AGR

Gary Dykeman
Marion County Public Works
Senator Building
220 High Street
Salem, OR 97301

As requested, we are attaching a fully executed copy of Miscellaneous Contracts and Agreement No. 8248 with the Highway Division and Marion County covering the Abiqua Creek Bridge.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:jk

While You Were Out

To Fran

Date 1-28 Time 4:15

Dept Dykeman called

of Marin Co. Public Works.

Phone 5-88-5036

- [x] Telephoned
- [x] Please call
- [ ] Will call again
- [ ] In person
- [ ] Wants to see you
- [ ] Returned your call

Message Re 2
Sept 12-84
8248 July 3. copy
Senate Bldg
220 Dept 95730
Judy

Taken by

FORM CS 51619

Recyled Paper

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8248

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

5-18-77

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Yamhill Polk	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
5-18-77	P.V. Riedl, Area Engr.		ROS-0008(9)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3-26-76	10-26-76	104 %	200 cal. days.
APPROVED EXTENSIONS	LOCATION		
#46	McMinnville, Willamina, Sheridan area safey project		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY 19 '77
REFER TO
cy Keasey
FOR
Info | Inves | R/D | D/R | Engn | Fact | File

COPY SENT
MAY 18 1977
Washington

McMINNVILLE, WILLAMINA & SHERIDAN AREAS
Pacific West & Salmon River Highways
Safety Projects
Guardrail, Attenuators & Signing

The work performed under this contract consisted of the following:

1. Removing existing sign installations
2. Construct new sign structures
3. Construct impact attenuators
4. construct guardrail

at various locations on the Salmon River and Pacific West Highways.

The contract was set up for 200 calendar days. The contractor used 256 days to complete the work. An extension of time of 46 days was granted by the State, 36 of which would be considered eligible for Federal participation, 10 would not be. The State is charging 10 days liquidated damages with the Federal involvement in 20 days.

Final costs for the project are $184,473.86 which is an approximate 2% underrun. The project was satisfactorily completed on March 26, 1976.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner G. K. Hossner	
TITLE Area Engr.	DATE 5-18-77	TITLE District Engineer	DATE 5-18-77

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8248(36) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A1 — *To be completed by Washington Headquarters Personnel*

1	2–4	5–8	9–12	13–15	16–18	19–22	23–24	25–27	28–30	31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

CARD A

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (XX)
Oregon	Yamhill & Polk	ROS-0005(9)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y101 Y002 Y030	
20	FINAL CONSTRUCTION COST	DOL.	187,169	
21	LENGTH OF PROJECT	MILES	0	

DATE STARTED: July 30, 1975

DATE COMPLETED: March 26, 1976

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

CARD B	30	LABOR	TOTAL MAN HOURS 3,311	GROSS EARNINGS 31,519
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL. 91,176	
CARD B	9	PETROLEUM PRODUCTS	GAL. 6,525	
CARD B	1	CEMENT	BBL.	
CARD C	2 92	AGGREGATES PURCHASED	TON. 742 / CU. YD.	
CARD C	3	BITUMINOUS MATERIAL	GAL.	
CARD C	4	LUMBER	THSD BD FT .05	
CARD D	5	TIMBER PILING	LIN. FT.	
CARD D	7	REINFORCING STEEL	LB. 801	
CARD D	8	STRUCTURAL STEEL	LB. 5,693	
CARD D	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD. 68.5	
CARD E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON 165	
CARD E	15 95	AGGREGATES PRODUCED	TON / CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
CARD F	17	FENCING	LIN. FT.	
CARD F	18	GUARDRAIL	LIN. FT. 4,379	
CARD F	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL. 53,470	
CARD G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL. 22,750	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	12"	26
	15"	600
	18"	140

CARD J

ITEM		
13	CONCRETE PIPE	
	12"	165

CARD K

ITEM	
14	CLAY PIPE AND DRAIN TILE

CARD L

ITEM	
25	CORR. ALUMINUM CULVERT

CARD M

ITEM	
26	CAST IRON PIPE

FORM PR- 47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6: CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8248

1

April 8, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $4,600 will be made to Coral Corporation on Contract No. 8248 for the McMinnville, Willamina, Sheridan Area Safety Project in Yamhill and Polk Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $186,234.77 including the post-final payment. Of the total $2,760.91 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8248

March 28, 1977

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8248 for work on the McMinnville, Willamina, Sheridan Safety Project on the Salmon River Highway and Pacific Highway West in Yamhill and Polk Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 46 days is granted related to the illumination work as follows:

10 days State delay to illumination subcontract consent (in August, 1976).

32 days to change pole order to fit field verification (November 14 to mid-December, 1976).

4 days last time counted during initial trial operation of lighting.

We do not believe the delivery of the fabricated sign and illumination items involved in this project were truly material shortage situations within the intent of the specifications. There is no evidence that source materials were not available.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 24, 1977

FILE: CON 5 #8248

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: McMinnville, Willamina, Sheridan Safety Project
Contract No. 8248
Request for Time Extension

Coral Corporation requests a complete time extension of 56 days because of late delivery of materials. They cite materials from two different sources. The project included a new 104 ft. sign bridge and a cantilever sign structure which were fabricated by Tompsett-Hogan (from Madras). The project also included five new illumination poles and these came from Union Metal via an area supplier and a subcontractor (Hansen Electric Company). Some pertinent dates are:

Bids opened	6-19-75	
Contract sent	7- 2-75	
Day count start	7-15-75	(200 calendar days allowed)
Field work started	7-30-75	
Contract completion date	3-26-76	(56 days liquidated damages at $100 per day)

The sign bridge was erected February 3 and the illumination work controlled completion after that (52 days later). The overall project included work at nine different locations and involved guard rail, signing and illumination.

The change orders in the project are minor, however, dimensional changes in the illumination poles and arms were made after shop drawings were submitted to the State and this is a valid reason for extension. Region also recommends additional time for part of the time it took to process the subcontract with the illumination sub. This took a total of 24 days which could be considered 10 days more than usual (this was apparently in the Region office, as the subcontract was processed very promptly in only 5 days overall, including a weekend, through the Construction office).

The pole order revision resulted in a "change order" transaction at the supplier (Union Metal). The time involved in this seems to be November 14 to December 2, 1975, or 18 days. The supplier explains the order then got caught up in a regular December holiday and inventory plant shutdown that delayed it another 14 days. Under the circumstances, I believe we should recognize this.

The last 4 days counted up to the completion date of record were only to complete the 7 consecutive days of satisfactory lighting system operation required by the specs. We could extend for these 4 days merely to correct the completion date.

RECEIVED STATE HWY ENGR
MAR 25 '77
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

JAB:fr

Att.

cc: Robert Chur

E. S.
March
Page 2

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Federal-a
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should be
draft let

The above makes a total of 46 days extension recommended on the four parts. This would leave 10 days in effect. This was a Roadside Obstacle Federal-aid project. I believe all but the 10 days for subcontract checking could be granted participating under delegated authority. The 10 days should be regarded as a State obligation and non-participating. A rough draft letter to the contractor on this basis is attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8248 Contractor Coral Corporation

Highway Pacific West and Salmon River

Section McMinnville, Willimina, Sheridan Area

Kind of Work Safety Improvements

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 46 day time extension of contract time due to delays to illumination work.

10 days State delay to illumination subcontract consent (in Aug. 1976)
32 days to change pole order to fit field verification (Nov. 14 to mid-Dec., 1976)
4 days last time counted during initial trial operation of lighting.

Recommended for Approval:

L. D. Kimes
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

E. S. Hunter
Deputy State Highway Engineer

Contract No.	8248
Project designation	ROS-000S(9) State-Federal
Date awarded	June 24, 1975
Work started	June 30, 1975
Per cent completed	79% 1/30/76 Date
No. of Workdays Allowed	200
No. of Workdays Used	256
No. of Added Workdays Requested	56

SP*67865-734

B-320 (Rev. 9-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 256 days, within which to complete our Contract No. 8248, without the assessment of liquidated damages. The said contract is described as follows:
McMinnville, Willamina, Sheridan Area Safety Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Late Delivery of materials beyond our control.

1. Awaiting delivery of the sign bridge structure from October 31, 1975 to February 2, 1976.
2. Electrical subcontractor, Hansen Electric, awaiting delivery of their anchor material and poles from approximately December, 1975 to January 22, 1976 and March 12, 1976

Respectfully submitted,

Coral Corporation
Contractor

By J B Irving

CONSENT OF SURETY

Date June 14, 1976

We, THE TRAVELERS INDEMNITY COMPANY

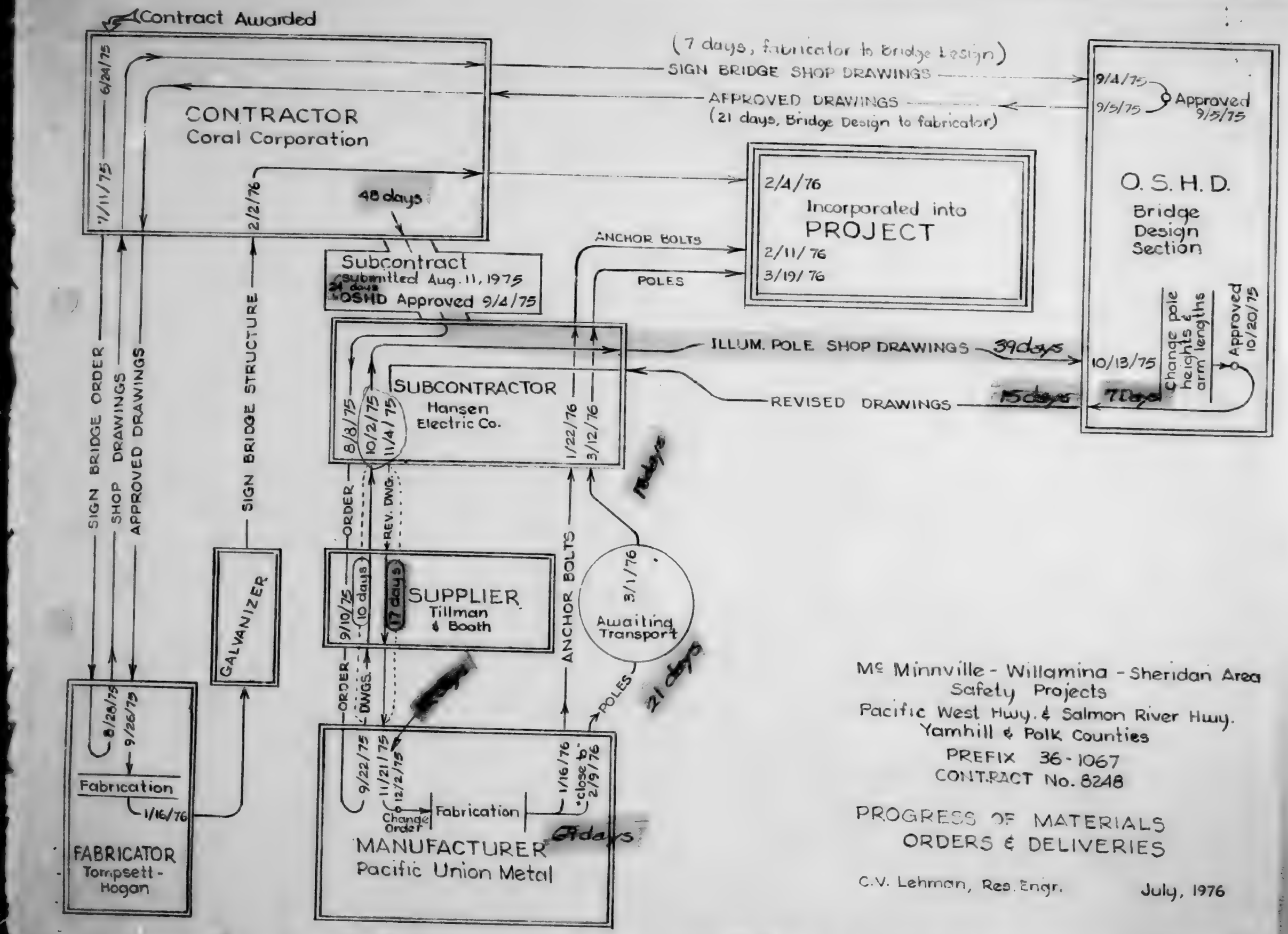
, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. H. Webb
Attorney-in-fact M. H. Webb

(SEAL)

CORROON & BLACK OF OREGON
Resident Agent



Mc Minnville - Willamina - Sheridan Area
Safety Projects
Pacific West Hwy. & Salmon River Hwy.
Yamhill & Polk Counties
PREFIX 36-1067
CONTRACT No. 8248

PROGRESS OF MATERIALS ORDERS & DELIVERIES

C.V. Lehman, Res. Engr.

July, 1976

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

June 21, 1976

Oregon State Highway Division
P.O. Box 30
Salem, OR 97310

ATTN: C.V. Lehman
Resident Engineer

RE: McMinnville, Willimina, Sheridan
Area Safety Project, Contract #8248

SUBJECT: Request for Increase in Number
of Workdays

Gentlemen:

We request that the project workday count be increased from 200 calendar days to 256 calendar days. We base this request on delays that we encountered awaiting the delivery of the sign bridge structure and the electrical material.

We feel that this request is justified based on the special provision, "Adjustment of Contract Time Due to Delay in Delivery of Materials". The calendar count on this contract began on July 15, 1975 with a specified completion of approximately January 30, 1976 based on 200 calendar days. We ordered the sign structure material on July 11, 1975, before the calendar day count began and requested that all materials be delivered by October 31, 1975. Our grading, drainage and paving subcontractor began work on the project in July and finished all of his work with the exception of some minor clean-up and finishing by November, 1975. By this same time, we had finished all of our foundations for the sign structures and installed the guardrail posts. In January we moved onto the project again, and completed all of our guardrail and signing work by January 30, 1976 with the exception of the electrical and sign bridge items that we were totally dependent on the receipt of the material. On February 2nd through 5th, we took delivery of the sign bridge, and completed the erection. This completed all of our items except for the electrical.

Our electrical subcontractor, Hansen Electric Co., did not receive their anchor bolts until January 22, 1976 and the poles until March 12, 1976. Thus, due to the late delivery of these items the contract was held up from completion from February 5th through March 25, 1976. (= 46 days)

I have enclosed documentation from Hansen Electric and Tompsett-Hogan including the purchase order indicating that we ordered our material in a timely manner and attempted to plan and schedule this contract to be completed within the specified calendar day count.

We request that you take these facts into account when considering this extension and the fact that we completed all of our contract items by the completion date except for the items that were dependent on the material that was delivered late.

If you have any questions or require further information when considering this request, please contact me.

Sincerely,

Jay Minor
General Superintendent

JM/sls

Enclosures

RECEIVED
OFFICE of RESIDENT ENGINEER

Hansen Electric Co.

ELECTRICAL CONTRACTORS

TELEPHONE
Office: 665-8196
Mobile: 224-3585-514

1129 S.E. 199th Avenue
Portland, Oregon 97233

1976 MAY 13 AM 9:22

May 18, 1976

Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Attn: Mr. Jay Minor

RE: Mc Minnville, Willimina, Sheridan Contract 8248,
Our job # 9975

Gentlemen:

We wish to request an extension of the contract completion date for the OSHD contract No. 8248 by 75 calendar days.

The following information will justify our request:

1. Our order was placed for the poles on August 8, 1975 (See attached copy of order)
2. Our supplier, Tillman & Booth placed their order on September 10, 1975 after a verbal order on August 11, 1975.
3. We received the pole drawings on Oct. 2, 1975 and immediately forwarded them to the OSHD for approval.
4. We received the drawings from the OSHD on Nov. 4, 1975 marked "Approved as noted"
The lengths of the poles and arms were changed. The drawings were sent to the supplier on the same day. (See attached transmittal notice.)
5. Attached is a copy of a letter from Union Metal Manufacturing Co. dated May 12, 1976 explaining what happened to the pole order after the drawings were received by Union Metal. The clean release date mentioned in the letter was Dec. 9, 1975. Then the factory had a 2 week shut-down.
6. Attached is a copy of a letter from Union Metal concerning the shipment of the poles dated May 5, 1976 in which the factory was unable to obtain a carrier for 21 calendar days.
7. We received the pole base bolts on January 22, 1976 and immediately proceeded with the installation.
8. The poles were received on March 12, 1976 and we immediately proceeded with their installation.

9-10
55 days
11-4
date of "change order"

We contend that due to the time lost in obtaining the changed drawings (32 calandar days) from the OSHD we should be allowed a a 14 calendar day extension. Due to the changes made to the poles, we should be allowed a 40 calendar day extension. The delay

Hansen Electric Co.

TELEPHONE
Office: 665-8196
Mobile: 224-3565-514

ELECTRICAL CONTRACTORS
1129 S.E. 199th Avenue
Portland, Oregon 97233

in the materials being picked up at the factory by the common carrier justifys an additional 21 calendar day extension.

We have attached all of the documents from our supplier, Tillman & Booth, Inc. concerning the order.

We had no control over the delays herefore mentioned and feel totally justified in our request.

Sincerely,

Russell D. Hansen
President

RDH:pe

FREMONT PLANT

Sales Order

PACIFIC UNION METAL DIVISION

THE UNION METAL MANUFACTURING CO.

6850 STEVENSON BLVD. • BOX 1667 – FREMONT, CALIF. 94538 • TEL. (415) 657-8000

PUMCO Markets

INVOICE NO.	DATE	OUR ORDER NUMBER
	9/2[illegible]/20 [illegible]	F- [illegible]704

SOLD TO

TILLMAN & BOOTH, Inc.
P.O. Box 1148
Eugene, Oregon 97401

CUSTOMER'S ORDER NUMBER	DATE	MARK
CE68016	9-10-75	OSED8145

SALES AREA	TERMS
10	TERMS: NET 30 DAYS – NO DISCOUNT *INTEREST CHARGED ON PAST DUE ACCOUNTS*

SHIP TO

HANSEN ELECTRIC COMPANY
Highway 18 & FR3106
Sheridan, Oregon

XXX PREPAY AND CHARGE ☐ PREPAY AND ALLOW ☐ FREIGHT COLLECT ☐ F.A.S. HARBOR

PLEASE REMIT TO
P.O. BOX [illegible]
SAN FRANCISCO, CALIF.
[illegible]

SHIPPED FROM	DEL TICKET NO.
FREMONT	
DATE SHIPPED	VIA

ITEM	QUAN.	DESCRIPTION	CODE	NET EACH	TOTAL
1	3	LA10287S50-6 PUMCO Galv Poles			
2	2	LA10287S476-15 PUMCO Galv Poles			
		LUMP SUM	500 06		3739.00

ACKNOWLEDGEMENT

PRICING ON THIS ORDER IS SUBJECT TO ESCALATION AS STATED IN THE TERMS OF OUR QUOTATION.

THE UNION METAL MFG. CO.

NOTICE

Our shipping estimate is contingent on our suppliers delivery promise.

F.O.B. P/S

SHIPMENT REQUESTED	PRELIM FACT SCHEDULE
will advise	

F-5704

IMPORTANT– When goods arrive, check with packing list at once. If shortage or damage is discovered, notify carrier immediately and have discrepancy noted on carrier's delivery receipt. No claims will be recognized by carrier unless reported within 15 days. Shipper's responsibility ceases F.O.B. point of shipment. Returned goods will not be accepted by shipper except by prior written agreement. We hereby certify that these goods and/or services were produced in compliance with all applicable requirements of the Fair Labor Standards Act, as amended, and all regulations thereunder.

PACIFIC UNION METAL DIVISION,
THE UNION METAL MFG. CO.

CUSTOMER

SALES ORDER

THE UNION METAL MANUFACTURING CO.

P. O. BOX 8530, CANTON, OHIO 44711 • PHONE (216) 454-6111

HILLMAN-BOOTH

1975 DEC 8 AM 11 32

DATE REC'D

DATE ENT'D

UNION METAL SALES ORDER

PURCHASED BY

CUSTOMER'S ORDER NUMBER

DATE

TERMS:

SHIP TO

SHIP VIA

Mark: CB 58016

QUANTITY	DESCRIPTION	UNIT COST	TOTAL
5			

[ABANDONED]

Section 1
Late January -

F.O.B. FACTORY

COMM.

ORDER NO.

DATE SHIPPED

TILLMAN-B
1975 SEP 29 AM

Union METAL
MANUFACTURING COMPANY
PACIFIC UNION METAL DIVISION
FREMONT, CA.

This acknowledges receipt of your Purchase Order No. C-56801/6

Our File No. E-5704 has been assigned for future reference.

Your receipt of the acknowledgment copy of Union Metal's Sales Order constitutes acceptance of your Purchase Order, as stated in our quotation terms.

Order Service Dept.
By mc
Fremont, Ca.
(415) 657-8000

Date 9/25/75

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential numbers

Index:

INDEXING: Begins with #8229 Ends with: #8248 cont. on Reel 180

FLASH CARDS:

Remarks:

Reel No. 179 Reduction Ration 24X Project No.

Camera: Name Bell & Howell Model Filemaster Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 4th day of March 19 86 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Lia Makry